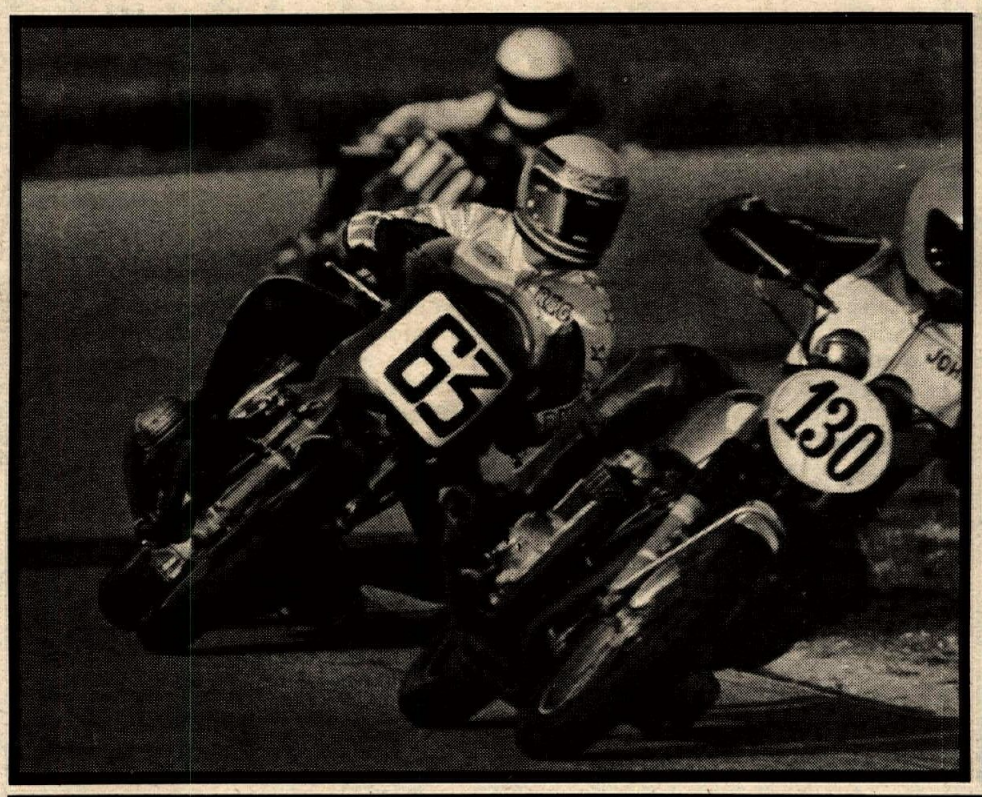
CYCLE NEWS®

WEST

Volume XIV : Number 7 : February 23, 1977 75¢



Parker 400 to Roeseler and Tibblin

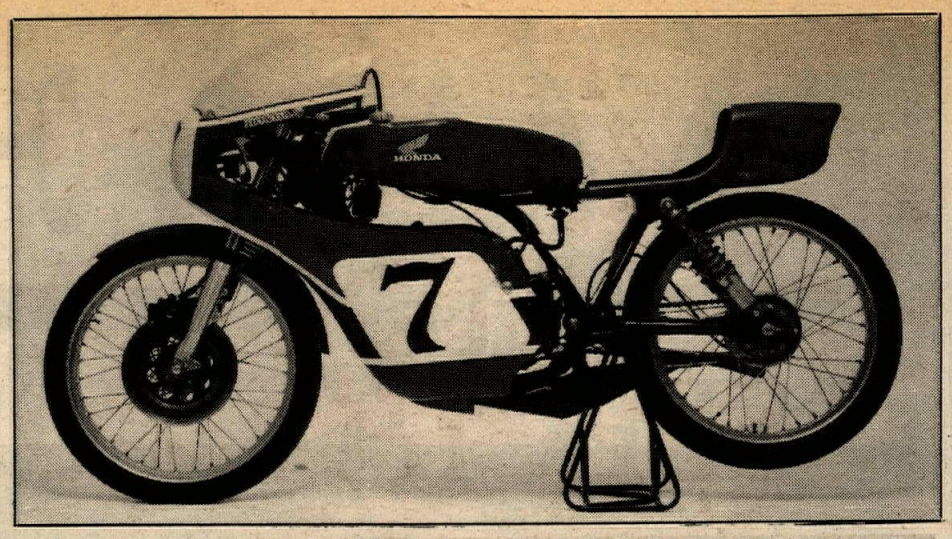
Glover, Hannah, and Grossi win 125, 250, Open Winter-AMA MX

Reg Pridmore rides BMW in 1977

Plus: Building a Backyard MX Grand Prix racer * Lots of local racing * Ice racing in Colorado * Cross Country in Texas goo

NEWSPAPER

THE LATEST POOP BY PAPA WEALEY

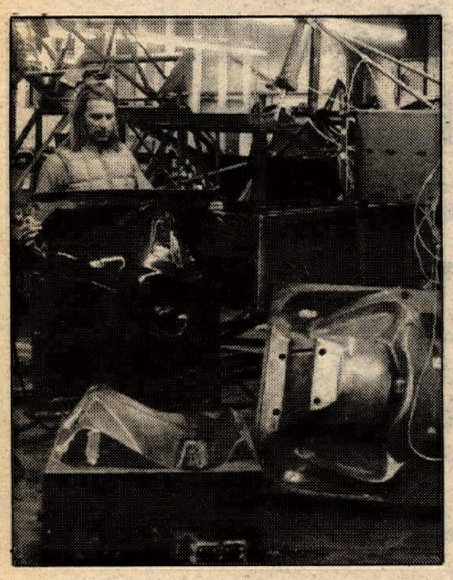


The Honda MT125R will be released to dealers in limited quantities (the first production run will be 200) late in March. Production models of the Elsinore-based road racer will be faster than the prototype used by Honda test rider Mike Hishiki to win 125cc GP at a CMC race at Ontario last December 5. Retail price is not known at this time.

According to American Honda, the seven-port magnesium and alloy two-stroke puts out 25 horsepower at 10,500 rpm. A special 34mm road racing Mikuni carburetor, a close-ratio six-speed transmission, and CDI ignition system are all standard. With a chrome-moly frame and mechanical front disc brake, the bike weighs just 154 pounds.

One staff member remembers following Hishiki in practice at Ontario Dec. 5. Riding an extremely-modified RD350, he was impressed both by the top speed and out-of-the-corner drive that Hishiki's Honda had.

(Above) Part of the Vetter Fairing Company manufacturing plant went up in smoke on January 26. Destroyed were molds for Windjammer III fairings and a thermoformer machine for manufacturing fairings. All hardware, fairing lowers, windshields, and the windshield production line were lost. (Below) Saved were the aluminum molds for making the new Windjammer SS fairings, Windjammer SS tooling, and a warehouse full of Windjammer IIIs. Craig Vetter predicts that production will be normal in April.



Gary Nixon ran what he called his fastest lap ever at Daytona during a pre-Houston Michelin tire testing session. "I'm still off Roberts' and Baker's times, but we'll be hunting." The "we" is the Nixon-rider/Erv Kanemoto - tuner combo. "We wasted a clutch and a crank plus exhaust pipes broke so it was one hell of a week for Erv. He worked his tail off," said Nixon.

The Yamaha YZ125 that Broc Glover used to win at the Winter-AMA opener in Jacksonville, Florida was not 100% stock. It was fitted with an experimental aluminum swingarm being tested for sale by the factory if it proves to be better than the stock swing arm. Hurricane Hannah and Rick Burgett used stock swing arms on their YZ250 and YZ 400, respectively.

According to the British motorcycle papers, Honda will introduce a water-cooled 1,200cc V6 in mid-1977. The newspaper *Motorcycle* also predicts an 800cc V4, and 600cc and 400cc V-twins. The 1,200cc machine is predicted to have a choice of automatic or conventional transmission.

The same publication boasts of four new RG700 Suzukis, similar to the RG500s, being prepared for Barry Sheene, Pat Hennen, and perhaps John Newbold. Sheene will have two if the report is true.

Carl Hailey, formerly with the advertising department of American Honda, has gone off to find his fortune in partnership with Richard Corwin, formerly Vice President and General Manager of the FSR agency in Chicago. The pair have formed Hailey/Corwin, a new advertising agency in Inglewood, Calif., specializing in motorcycles and related accounts.

Town and Country Cycle of Fullerton, Calif. will award a $10 gift certificate to any California Racing Club (CRC) or United Enduro Association (UEA) enduro class winner riding a Suzuki. Overall winners of CRC and UEA events will receive a $25 gift certificate if they ride a Suzuki. The program is good for the entire 1977 season.

The weekly rock concerts at Escape Country have been stopped. The action came after rowdy concert-goers and related fights started upsetting family groups at neighboring Racing World. Call (714) 581-6400 for details.

Pierre Karsmakers is recuperating from a broken toe suffered in practice near his home in Mission Viejo, Calif. Karsmakers is expected to race in the last of the Winter-AMA races, scheduled for Orlando, Fla., Feb. 27.

Lands around the Prineville Reservoir, Crooked River Project in Oregon which were previously closed to off-road vehicles by the Bureau of Reclamation have now been re-opened on a "designated roads and trails" basis. The Prineville Reservoir Resort, the Bureau office in Boise, Idaho, the Prineville State Park and the Crook County Courthouse all have on file maps of the designated routes.

According to a "Speedway Cycle Racing" press release, three time National Champion Mike Bust will be in Daytona and Barberville, Fla. to contest a seven-race speedway series scheduled during Speedweek, March 6 through 12. Since three-time U.S. Champion Mike Bast will also be there, the motto for the series will be "Beat Bast or Bust".

Happy endings dept: Remember the item in this column about a "hot" pawned camera that the Los Angeles County Sheriffs Dept. picked up? They had processed the film in it, found scenes from a Saddleback motocross and immediately thought of Cycle News. After reading of it here, the legitimate owner, Mark Gonsalves, contacted the Sheriffs and has his property back. He's quite pleased.

If you have purchased a radar detection device, you know that they work. They work so well in fact, that legislation to make the items illegal has been cropping up at an ever quickening rate. According to the Insurance Institute of Highway Safety, the devices are illegal in Virginia and Connecticut as well as Denver, Colorado and Washington, D.C. Use of the item in these areas can result in confiscation, fine, imprisonment or a combination thereof.

David Aldana has traded his steel shoe and Superman leathers for more conservative attire for the present time. David is now a real estate "tycoon" and without sponsorship for this season. Although he has not yet applied for his license, David is not ready to retire.

1976 AMA Superbike Production Champion Reg Pridmore will hold his first road racing school at Riverside Raceway in Riverside, Calif. on Feb. 25. The one-day course costs $125, and is limited to 25 students. An ambulance will be on hand for slow learners. Interested racers or would-be racers should contact Reg at 5718 Hollister Ave., Goleta, CA 93017.

Pridmore will ride for Butler and Smith, the U.S. BMW distributors, at Daytona this year. Helmet Kern of Butler and Smith has prepared two R100S model machines, and tells us that it is still uncertain whether or not another rider will join Pridmore on the Butler and Smith Superbike Production team.

Johnny Kokinos of Johnny's Motorcycles in Bakersfield, Calif., has purchased from Butler and Smith the BMW that Steve McLaughlin rode last year. Ron Pierce will ride the bike for Johnny in Superbike Production.

David Emde has been experimenting with Yokohama road racing tires at local races in California. Working with Mack Kambayashi, the Yokohama people hope to develop a slick to compete with Goodyear, Michelin, and Dunlop. Emde rates the treaded Yokohamas he used at Willow Springs and Ontario this year as being "as good" as the Dunlop slicks he ran last year.

Lance Weil will ride a Laverda 1,000 in Superbike Production at Daytona. The bike is being flown over from England by Slater Brothers.

(Continued on page 46)

THE YAMAHA XS 360 SPECIAL VALUE EDITION:

Big bike features. Small bike price.

This is no ordinary motorcycle. The 1977 Yamaha XS360 Special Value Edition combines the features of a large commuting machine with the economy of a small bike price.

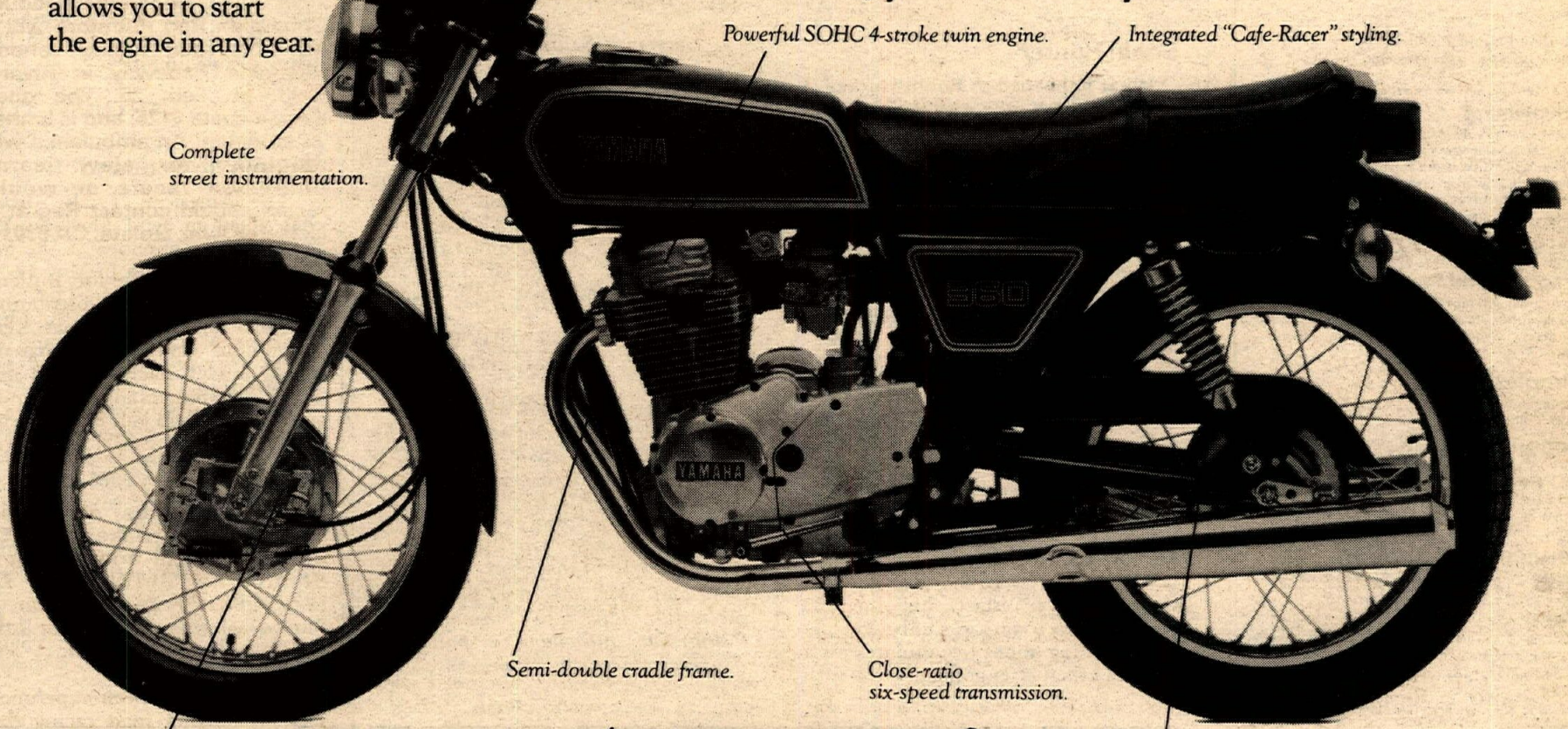
The engine is a reliable, smooth-running four-stroke twin with a single overhead cam. The engine displaces 358 cubic centimeters, and is fed by two 34 millimeter constant velocity Mikuni carburetors. It also features a sixth speed in the transmission for easier and more economical highway touring. And, a primary kick starter allows you to start the engine in any gear.

The frame design and suspension components provide outstanding handling. The semi-double cradle frame is light but rigid for exceptional stability and cornering precision. And the seat position, foot pegs, and hand controls allow maximum comfort and control.

There are other features for a smoother, easier ride: five-way adjustable rear shocks, dependable drum brakes, and complete instrumentation, with a sealed-beam headlight, neutral indicator, and warning lights to monitor oil pressure and all lighting systems.

But, for all of these big bike features, the most impressive one is its small bike price. So, visit your Yamaha dealer today. He'll convince you that it no longer takes big money to take home a big bike.

When you know how they're built, you'll buy a Yamaha.



$995.

Manufacturer's suggested price excluding freight, dealer prep, title, state and local taxes.

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ON THE FRONT PAGE: Pridmore slicing through traffic at OMS, Mike Purdy in the Parker 400 desert, and mass confusion at CMC Carlsbad. Photos by Ulrich, Brown, and Trotter.

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VOICES OF THE WEST

Carlos Serrano not smoked

Serrano is no match, huh? The El Paso Coliseum MX race was a good event, but people reading your report were given the impression that Mr. Wise smoked Mr. Serrano. Not true.

I read the Feb. 9th issue of *Cycle News* and was a little baffled at the B.S. that was printed. First off, the comment made about Carlos being no match for Mr. Wise was a rather stupid remark because Mr. Wise was riding his heart out just trying to keep up with Carlos in the 125 class. Had it not been for a mechanical failure in the second moto, Carlos would have wound up first overall.

The article also stated that Mr. Wise was unfamiliar with his 400. Well, nobody mentions that it was only the second time Carlos had ridden an Open bike himself.

MIKE RAMSEY
Tucson, AZ

Bobbi Hunter

What happened to Bobbi Hunter, a girl racer, who rode with the guys and showed them the way at Corona Raceway. Did she quit racing?

J. D. DAVID
San Bernardino, CA

No, she took up speedway racing, and has been seen, her right wrist in a cast, both at a Mike Bast Speedway School, and at Elsinore practicing . . . Ed.

Jackrabbit starts and restarts

Maureen Lee's article in the February 9, 1977 issue of *Cycle News* gave readers an insight into the troubles between riders and Jackrabbit M.C. starters at the District-37 TT Scrambles held January 23, 1977 at Elsinore Raceway.

Almost every race that day was red-flagged for a restart, but the 125 Novice Main restart was unbelievable. After waiting about five minutes for a start and then after going into the fifth lap, (at which point Ron Evans had just taken the lead away from Brian Burch), the race was red flagged for a restart after *one* rider complained about the start. After the restart race, when the reason for the restart became known, *many* riders complained very loud and long but didn't get any action or satisfaction to their protests.

Written protests were made after the race results were received. As of this date no word has been received on these protests.

BRIAN BURCH
Hemet, CA

Quicksilver not thrown out

We enjoyed the article on the Quicksilver Enduro, but writer Mike Kinsella was in error when he said the entire enduro was thrown out. Checks one and two were thrown out, but the enduro was scored from the remaining three checks and the winners will receive trophies.

GERALD DENT
Secretary, Salinas Ramblers M.C.
Salinas, CA

Starting road racing

I'm getting started in road racing and need some information. Who is in charge of the races in California? I need a calendar of scheduled races in the Southwest. Where do I get this information, and what do I have to join?

RANDY FULLER
San Luis Obispo, CA

We recommend American Federation of Motorcyclists (AFM) and the Continental Moto-sport Club (CMC) road races. For information, contact AFM, 4996 Argyle Dr., Buena Park, CA 90620, (714) 523-3892; or CMC, Manning Racing, 3407 West Olive, Burbank, CA 91505, (213) 842-7433. AFM and CMC have long histories of successful, fair race promoting in California, and have a policy of cooperating with each other . . . Ed.

Up pipes versus down pipes

I take practical exception to your ". . . one-half to one horsepower more." statement concerning down pipes vs. up pipes in *Cycle News* issue Number 5, page 12. With the *identical* pipe mounted as a downpipe, as compared with the *same* piece of hardware mounted in an up position, you *may* have some slight theoretical increase in output due to the reduction in pumping head, as the exit of the chamber would be higher in the "up" position, rather than in the "down." The difference in potential energy of a slug of hot exhaust gas, due to the difference in exit elevation, has to be rather small. Particularly since the mass of the unit volume of a 1700 F(avg.) gas is pretty small, maybe .15 lb./ft.^{3}, the weight of the gases is .005 pounds. With an elevation difference of two feet, the work (force-distance) involved is .010 foot pounds. Now, a horsepower is 550 foot-pounds/second. You would have to elevate this slug two feet (.01 ft./lb.) in .0000182 seconds in order to expend one horsepower. This is comparable to over three million rpm (rpm/60 = 1/.0000182 sec.). My contention is that there are so many other things which can make one horsepower difference in pipes, that even the mention of "up vs. down" places a magical air about a subject already overloaded with folklore. I will admit that the manufacture of an up, or snake, pipe *might* entail more bends and irregularities which may reduce the flow regime and efficiency to a degree as mentioned. But don't place any significance to the up vs. down with respect to inherently useful horsepower. I'll bet the CZ people went to a down-pipe due to manufacturing ease and the fact that their previous "up" pipe was a lizard: poorly tucked in (if at all). In fact, note that the photo of the AW-250 has the pipe exit pretty close to the location that the exit would be on a comparable up pipe.

ANTHONY TELLIER
Phoenix, AZ

Trippin' to Scotland

The American Trials Association has voted to send Marland Whaley and Bernie Schreiber to the Scottish Six Day event held in May 1977 near Edinburgh, Scotland. This is made possible by the proceeds from El Trial de Espana, 1976. We would like to thank everyone who helped support this event.

Anyone who would like a 1977 calendar of ATA events, please write American Trials Assoc., P.O. Box 2498, Orange, CA 92669.

If you're interested in going to Scotland for the Six Day Trial, there will be groups going for about $430 round trip. Write the above address for further info.

EILEEN SMITH
ATA Secretary
Orange, CA

Committee hears testimony, but delays decisions on Calif. OHV Park site

By Lane Campbell

PALMDALE AND RIVERSIDE, CA
FEBRUARY 9-10

With three potential sites up for grabs, in two days of marathon hearings the California Recreational Trails Committee got an earful from off-roaders and bike-haters alike. Hundreds of people packed council chambers in two cities both evenings to testify on the pros and cons of locating a state Off Highway Vehicle site at Hungry Valley (near Gorman), or Ritter Ranch (near Palmdale), or Potrero (near Beaumont). The committee is a group of appointed citizen/advisors, acting on the promise to acquire a state "green stickie" facility for the Los Angeles area. This promise was made by California Parks and Recreation Director Herbert Rhodes.

Committee members sitting on the hearing included Chairman George Dean, an active Boy Scout leader, hiker and horseman; Richard Brown, an attorney and off-road biker; Gerard Zimmerman, an active backpacker; and Ralph Goodson, an attorney and four-wheel-drive enthusiast.

The Committee is currently understrength because, as Chairman Dean stated, Governor Brown has not appointed members to fill three empty seats. Dean also indicated that he and Director Rhodes have had their differences. The committee members were quite gratified by the large citizen turnout, both at daytime site tours and at the evening hearings.

The committee decided to leave the record open for more public input until March 10, and decide on their recommended choice at a Sacramento meeting March 17.

Chairman Dean made it clear throughout the hearings that although he and the committee members had hounded the Parks and Recreation Department for faster action, there would still be further delay after the Committee's recommendation is made. According to law, there must be an Environmental Impact Report (E.I.R.) prepared prior to acquisition of the chosen site, then a second E.I.R. written for on-site development after the site is acquired. It could be two to three years before the chosen site can be opened.

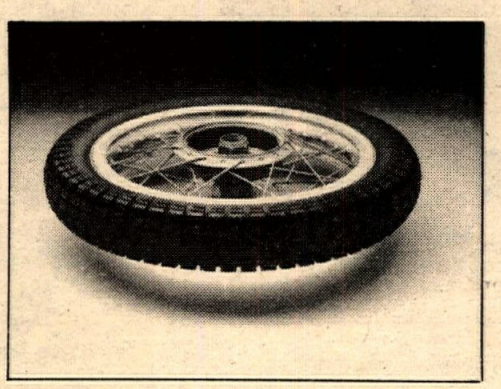
The potential for delay and obstruction is obvious. Each hearing turned up an expected contingent of nearby landowners in opposition to one or more of the proposed sites. However, organized bikers and four-wheelers showed up in large numbers as well, filling the meeting rooms with club jerseys and patches. The opposing sides tried to keep away from a shouting match, and largely succeeded.

Ritter — 12,000 acres

All three sites offer a mixture of advantages and disadvantages. No one obvious choice emerged from the hearings. Opposition was loudest over the Ritter Ranch site. This 12,000 acre ranch near Palmdale has the San Andreas Rift at its northern edge, and the Sierra Pelona mountains (part of

(Continued on page 46)

Carlisle Congratulates the Houston Winners!



Great on pavement or off the road. Wet or dry, it corners well, starts and stops fast. Off the road, it handles difficult hills and dirt with ease. Available in sizes for both front and rear wheels.

It may not be nice to congratulate yourself, but when each of the first seven motorcycles across the finish line at Houston sport the Carlisle tire . . . EXCUSE OUR PRIDE! Seriously, this is the kind of performance our tires can deliver. And, we have a full range of tires and sizes . . . Street, Universal, Motocross, Knobby to give you the competitive edge of performance you need . . . no matter what your specialty.

Again, our heartiest congratulations to the winners at Houston . . . and our deepest thanks for choosing Carlisle! and, a suggestion to you

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Want to try World Championship MX on a privateer's budget?

Former works CZ rider and retired Belgian trials champion discusses the "real" works CZ with the racing chief from Strakonice. Yeah, it's Roger checking out the competition. He liked the bikes.

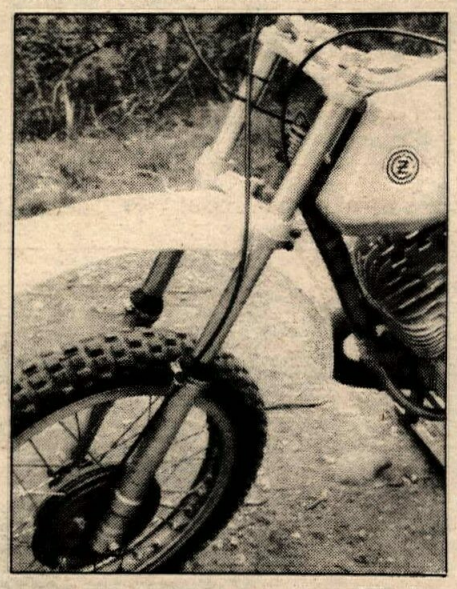
Here's how to build a backyard Grand Prix racer . . .

By John Huetter

Well, the new season's just about here. Be on you in force before you know it, so you'd better start making firm plans for any motocross racing you'll be doing this year. With that first heady rush of the sap rising in you (which probably means all the old bruises are healed, your last scab fell off, and you want to get that extra inch off your waist) you decide you've had enough of blowing off the local squids at Poco Loco Raceway weekend after weekend. This year, you're really going to do something — make your move. It's time to go to work on a larger canvas — like maybe in Grands Prix. Why not the World Championship? After all, DeCoster is 32; Mikkola's 31. Those guys should be racing in the Old Timers class.

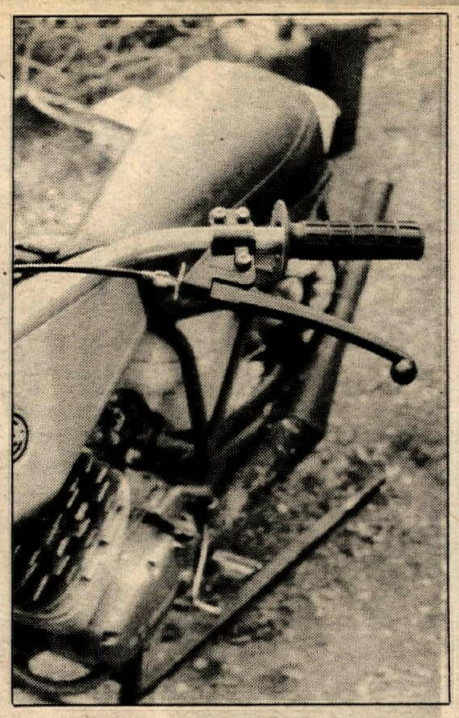
But maybe you've also decided that your reliable, victorious DT-1B with the GYT kit may not be the hot set-up for a Grand Prix circuit (even though it has taken you to 37 consecutive class wins at Poco Loco). Then there is the matter of which World Championship class you should ride. Last things first. There are 10 or 11 "pilotes" in the 250cc class who can win a Grand Prix moto. That means your chances of breaking into the top 10 points and money-paying positions are . . . unlikely, shall we say. The 125 class? Maybe, if you're not too put off by having Gaston Rahier and Marty Smith lap you two or three times a moto, then dicing with the proliferation of crazy Italian 125 riders. Which leaves the 500 class. "Are you crazy?" you may ask with brilliant logic. "That's where *DeCoster* rides. And the Dutch guy Wolsink who wins the U.S. GP at Carlsbad all the time. And Bad Brad, and . . ." And who? The truth is, after the first three positions, it's a pretty open field except that Ake Jonsson's back on a Maico and that's always to be contended with. There's another good reason for racing the 500 class. It is more possible to build a competitive bike, in terms of power, for that class. Forty-two horsepower can be just as useable as 50.

You may have notice that there are not a lot of factory GP racer positions going begging these days. If you're going to expand your horizons this year, it's going to be as a privateer. You will still need a motorcycle to race in a Grand Prix, however. If nobody wants to give you one in your first season, you are soon exposed to the privateer's #1 problem: money. More specifically, the lack of it. Oh, well, back to 100% Expert Payback at Poco Loco. If we really had your best interests at heart, we'd stop now, having been content to be moral in saving you from yourself. But you won't be dissuaded? You *will* have a GP bike? What kind? What are the other privateers using? As a matter of statistical fact, more Grand Prix riding privateers in Europe still ride CZ than any other bike in the 500 class. Maicos in various states of trickery are probably second favorite, with KTMs and RM Suzukis starting to be seen. There are other ways to go. A 390GP Husqvarna goes for $2200 plus tax. Maybe add some air forks for about $50, an aluminum alloy pipe for maybe $80 to match a non-radical "clean-up" port job at $60 or so and you're pretty close to Lackey's bike of last year. That's if you get along well with a Husky. Bengt Aberg rode a nearly stock Bultaco last season but the gearbox blues wouldn't get off him. A standard Suzuki RM370 can be had for $1600, if it suits your style but it, too, requires some work before it's GP-ready.



Air forks provide an honest 8" of travel and seemed to work best with 30 psi when nosprings were installed or 12 psi with springs and a kit that modified stock damping; Terry or Number One.

So you look at the works 500 class CZs (as a former CZ rider is pictured doing) and you see a motocross bike that is simple, sturdy, and very damn fast with snap-crackle power out of the turns. Except for a basketful of magnesium which is about as heavy as a basket of leaves of the same size, they don't look that hard to reproduce or even improve on. With confidence born of both ignorance and that dangerous little bit of knowledge, we set out to build a privateer version of a works replica 380 CZ like the Russians rode in the 500 World Championship last season. You can do it, too, except possibly for casting all that magnesium.



Cable routing becomes critical with the valve stems atop the air forks. Other subtle touches include aluminum handlebars, plastic anti-break levers, and good sticky grips.

A good place to start on the Backyard GP CZ project is in the fine print at the back of this newspaper. Therein, you will often see things that read like:

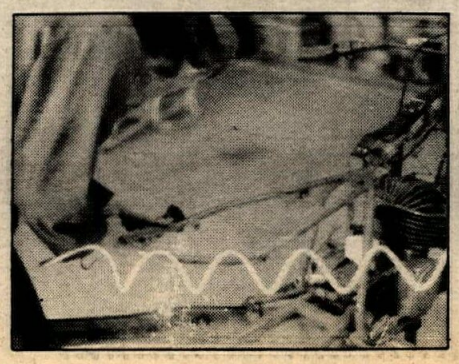
1974 red frame CZ
G.P. model, Mikuni, Motoplat, Bilsteins, H.D. spokes, high seat, Magura, D.I.D., much more. First cash takes it. $650 or best. After 5 p.m. (714) 646-0000. (7)

'74 CZ 380cc, $650.00
Super clean & dependable, includes all stock plus all desert equipment — Mikuni, Femsa, extra sprockets, Girlings and Curnutts — Days only till 7 p.m. (213) 256-0000. (7/2x)

In fact, a fairly recent used 380 CZ may just be barely broken in. A really ideal but unlikely situation would be to find a dual sparkplug head CZ engine in a red frame with the associate recent running gear (alloy rims, etc.). Before we get much farther along, there is another valid if subtle reason for campaigning a 380 CZ if you race GPs as a privateer. There seems to be a lot of CZ racing support services at all the European Grands Prix, particularly out of Belgium and Italy. And only two GPs are *not* in Europe.

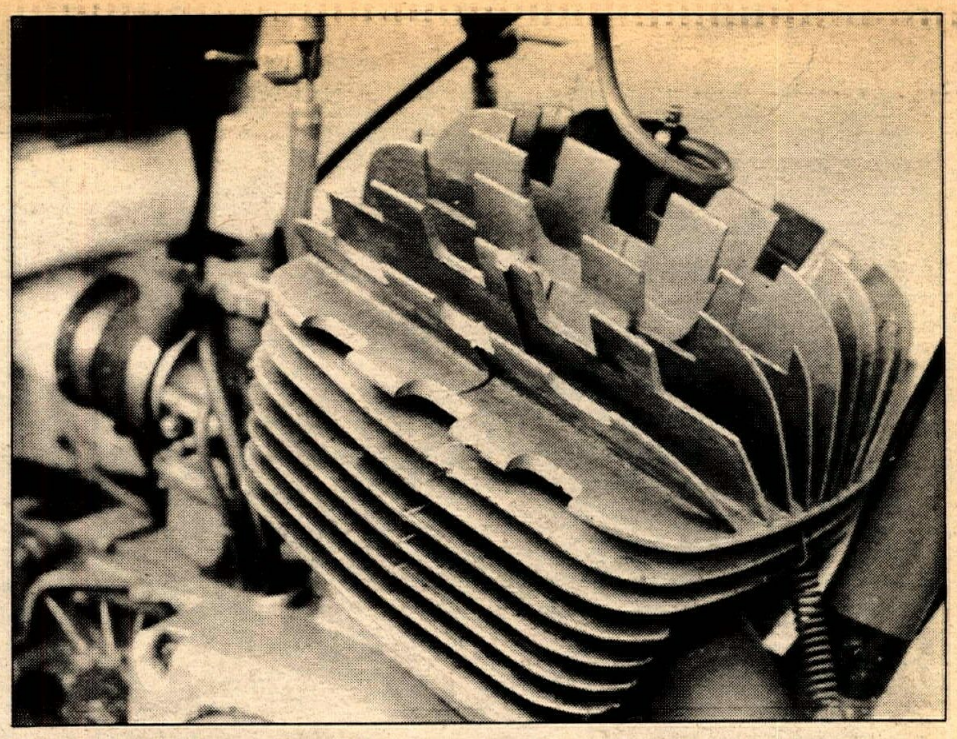
We did not copy the works bike exactly in building our backyard racer. Where we honestly believed American, or other, parts were better we went with those. Who is "we"? All frame and suspension mods were designed jointly with Off-Road Racing

Rear fender loop is cut away since it becomes an unnecessary structural member and its removal saves about two lbs.



PHOTOS BY JOHN HUETTER

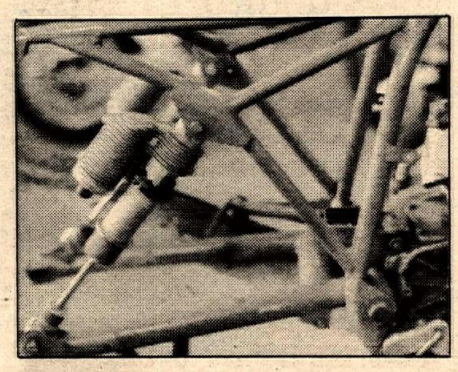
The complete item. Not too far off from the Strakonice model.



Spiny cylinder head, 38mm Mikuni carb and a custom pipe made up the minimum engine package. It can be made a lot faster but may be fast enough.

Specialties at 1513 18th St. in Santa Monica, CA and executed by them. All parts and accessories that weren't already in the garage were obtained through Cycle Products West, 11900 Pico Blvd., West Los Angeles, CA. So the Backyard CZ emerged as something less than a shop bike and something more than a well-intentioned but limited racer-owner effort. All mods were kept on the mild side with the idea of decreasing both cost of construction and cost of operating the beast. No matter which engine and chassis you base your GP bike on, this is something to keep foremost in mind. There was no room for the vicissitudes of a $20,000 racing budget.

A lot of thought went into the frame mods before anybody picked up a torch. We studied detail photos of the works bikes from all angles before deciding we could do better both in terms of structural strength and rear wheel travel. The works bikes have only six inches of rear axle travel using standard-looking CZ air shocks. Gary Hymes, proprietor of Off-Road Racing, came up with an improved rear frame design that yielded a conservative 7.25 inches of rear axle travel. Marzocchi gas-fluid shocks were laid down in some specially fabricated box mounts. Shock length is 13 inches in achieving the desired



Final rear frame mod on GP CZ with Marzocchis laid in place for fit. Note triangulation of all possible frame stresses and heavy-enough gussetting.

rear shock mount to steering head at full compression. Bilsteins and S&W-designed, Monroe-built freon bag shocks will also be tested. The photo shows the strength and integrity of this design. It is better braced than the works bike frames.

Works CZs has 8.5-inch air forks to hold up the front end. We followed that approach with two options. The Number One Products fork kit was the least expensive and has the inherent advantage that Brian Fabre will work with you in an attempt to get it right for your preference. Damping of both fork legs was adjusted and matched with the kit installation. The Terry Kit provides eight inches of fork travel as part of the costlier mod and carries a money-back-if-not satisfied-guarantee. Goki air fork caps and valves were screwed into the tops of the fork legs. Air forks are an excellent way to go, allowing fine tuning of the front suspension to match your wildest fantasies. To ensure 90 minutes of reliability, you should retain the CZ fork springs or a softer equal length spring — just in case you blow a seal. It does happen. The ride isn't compromised but the springs make the front end over a pound heavier.

The LTR suspension definitely requires a chain tensioner.

Works CZs have a 38mm Mikuni carburetor hooked up to a reed valve and center port barrels. They are ported so radically for top end power transmitted through a four-speed gearbox that the reed is a requirement for crisp low end response. A center port barrel and a reed valve are not necessary with the porting skills available from many American metal grinders. Rex Staten's CZ, on which he led 20 minutes of the first moto at the U.S. GP, had a standard barrel, a JH pipe, and porting by Chenda Lelek. Cycle Products West offers a power boost through different holes that does not compromise reliability, also with a custom-fabricated pipe to match. The 38mm Mikuni and a pipe may be enough for you to handle. It makes for a very quick bike. Porting is going to cost $50-60 with nearly that much more for a reed valve. Of course, the porting is different and more expensive if you do use the reed. Replacing the reed petals periodically is another expense and maintenance item. The cylinder head was porcupined mainly so it would look like the works bike in pictures. Only about half a pound of weight is actually saved.

Where do we stand financially after treating the frame, suspension, and to the mildest degree consistent with improved performance, the engine? Between $380 and $425, depending on the front fork mod finally selected. Add another $100 if you opt for the reed valve and reed porting so yours will be even closer to the works bikes. Thirty dollars more for the porcupines on the cylinder head. If you are conservative and can get a 10% racer's discount on the parts, it'll come out right around $500. If you started with the used model, your total cost is still under $1200. If you bought one in the crate to start from, it's more like $1600 but you get to break it in yourself.

As far as going for the complete works bike replica, we still weren't finished. A GP seat is $20 and a good idea whether you're racing Grands Prix or not. Saves your buns. Works CZs use stock cables, grips, and handlebars. We used Inter-Am solid aluminum bars in a CZ bend, Terrycables for clutch and brake (which should last longer), and American Pro grips (which are kinder to your paws). Some things, Americans build better. Add a Preston Petty "Muder" up front and you have parted with another $40 or so. We did not build new wheels and don't really think it's that necessary at this stage. If *you* do, approximately $170 will lace up two Sun rims from CPW. TriVid Distributing makes available a works replica triple clamp that eliminates the dreaded CZ fork flex. We used it and it works, but it is a real hassle to install. When finished, you will have a machine that is stronger, more reliable and probably more tractable than the works CZs.

Here's the final tally for parts and modifications, on an item by item basis:

Frame modification	$100
Terry fork kit	$49.95, or
Number One fork kit	$17.95
Goki air fork caps & valves	$11.99
Marzocchi gas-fluid dampers	$99
Rear shock springs (in any weight you need)	$12.95
Chain tensioner	$21.99
38mm Mikuni carb.	approx. $90
Custom pipe	$59.95
Porcupine head	$30
GP porting — $50; $60 with reed valve Reed is about $50 extra	
Pro seat kit	$20
PPP plastic front fender	$7.95
Terry cables, clutch & brake	$10.50
Works replica triple tree for forks	$39.99

The bottom line for the full treatment comes out right about $615. Eliminating a few items like reed porting and the spiny cylinder head brings that down to $453. The result is a works replica CZ that, except for its weight, is actually a more refined, up to date racer than the works bike itself. It will be competitive if you are and is basically simple and easy to maintain.

For a total under $1500 (Remember, you bought the basic machine used or in the crate.) you are the proud owner of a GP-ready 500 class motocross racing machine. Your plane ticket to Europe and air freight for the scooter will be more than that. Be sure and get your entries in to the FIM right away. The first World Championship round is in April. ●

Mitch Payton (449) rode with Jeff Kaplan and the duo won the 125 class. Most of the Arizona loop was this dusty.

(Above) The "We wonnit" picture. Roeseler and Tibblin (wearing hats) are all grins. (Below) John Hateley overcame the Arizona desert/Astrodome interior difference and led the first loop.

Roeseler/Tibblin win Parker 400 overall

By Dale Brown

PARKER, AZ, FEB. 12

A large crowd waited at the Blue Water Marina for the first finisher of S.C.O.R.E.'s 340-mile "Parker 400" off-road race. Rolf Tibblin had moved into the lead on the California loop, giving the 390 Husky to Larry Roeseler to complete the race after a clutch change. Roeseler stayed in the lead to finish with a time of seven hours, two and 34 hundredths of a minute. The time held up as the fastest of the day.

The race had been started in the early morning darkness outside of Parker. John Hateley, riding with Al Baker on a 410 Honda, reportedly had ignition problems in the first few miles, but they apparently cleared up, for he moved out in front to break trail for the 103-mile course.

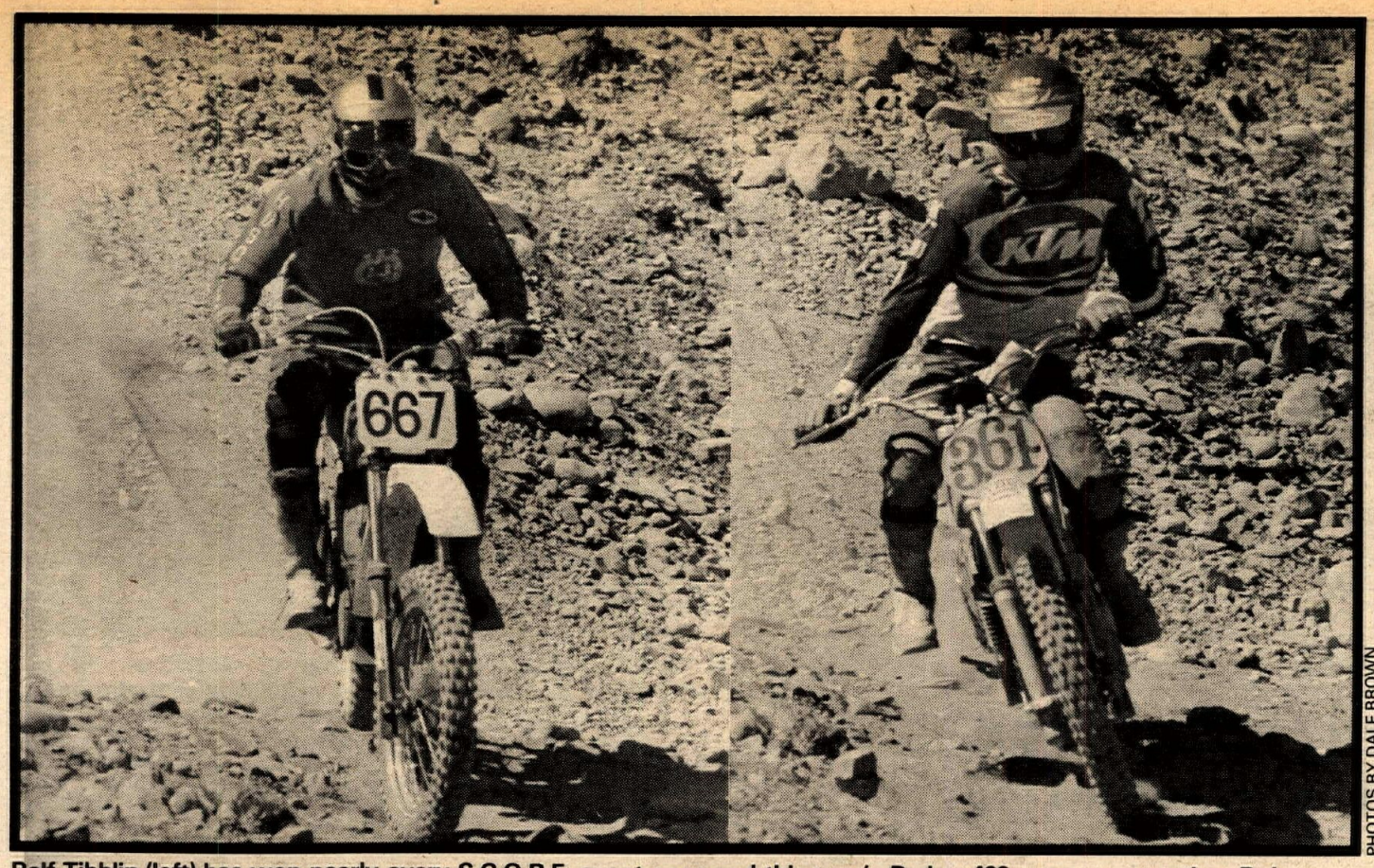
Riders had heavy dust from the start and visibility was further hampered by riding straight toward the rising sun. Entrants ducked their heads as low as they could and some slowed way down. Roeseler didn't slow down as much as some, moving up after starting two minutes and 20 seconds behinds the first bike.

The Arizona loop was incredibily fast. Hateley averaged 57 mph for the distance, with Roeseler three miles an hour slower. In their wake they left a few crashers, like Brent Wallingsofrd (390 Hus), whose engine seized in a turn, highsiding him. He'd gotten back up and was leading the pursuit of the first two. Cordis Brooks (400 KTM) never made it to the first check after hitting a rock and banging up his hip.

Tom Kelly (250 KTM) was the first of the late entries to start and he moved up past the 125s toward the front of the pack.

There was mandatory half-hour downtime for riders to get their bikes over the Colorado River to the California start. That loop was 134 miles long and considerably rougher than the previous one. Al Baker was the first rider to start, but he reportedly lost fourth and fifth gears sometime after that. When Tibblin passed him where the course crossed Highway 95 for the first time, Baker had also come up with a rear flat tire. He dropped out of the race. Tibblin was holding a conservative pace, wanting to finish. Also the clutch had been starting to slip when Roeseler was riding, and now it was worse.

Behind them, Jack Johnson had taken over from Wallingsford but the engine quit at the end of "Thunder Alley," an 11-mile-long fireroad, straight and flat. That put the team of Mike Maze and Richard Bunty (250 KTM) into second place physically — this was a timed event — about six minutes behind Tibblin. In third was Bob Balentine, riding with Kelly. Midway or so through the loop, Balentine had broken his rear shock springs, but he was five minutes faster than Tibblin on the loop. Right



PHOTOS BY DALE BROWN

Rolf Tibblin (left) has won nearly every S.C.O.R.E. event once and this year's Parker 400 was no exception. Bob Balentine (right) rode his second S.C.O.R.E. event and, with Tom Kelly, finished second bike and first 250.

behind him was Bob Rutten, taking his turn on Bruce Ogilvie's 250cc Harley-Davidson.

Race action shifted back to the Arizona side and much of the action was in the pits. The leading Husky had its clutch changed in four minutes and five seconds. Roeseler then set out on the final leg, a rerun of the first loop. Maze and Bunty set out only to have problems and drop out of the race. The Kelly/Balentine KTM had its rear shocks replaced. Out on the course, Kelly was passed by Ogilvie, who was destined to drop out near Check One with countershaft problems.

Roeseler encountered a lot of traffic such as stragglers from the four-wheel classes, play vehicles and kids on mini bikes. The course was chewed up by the cars, and thus Roeseler was about two minutes off his first loop time, ending up with a 47.22 mph average for the entire race. At the finish there was a lot of hand shaking, assorted smiles, donated bubbly, champagne showers for nearby spectators and lining up for the traditional "We wonnit!" pictures. Tibblin stayed until the following day, while Roeseler left about an hour after finishing to ride and win the Soboba Grand Prix. Their time was five minutes faster than the first buggy, driven by Ivan Stewart. The second place buggy was driven by Bud Feldkamp and Malcolm Smith. The latter also raced at Soboba, finishing second.

Kelly was the second rider to finish. He and Balentine also went through the champagne and pictures routine as the Class 21 (250) winners.

Class 21 finishers proliferated. The next bike to finish was that of Rick Finger and Rick Secor (250 Hus). The two San Diego-area riders earned second in class. Marc Knudsen and Max Switzer (250 KTM) finished 12 minutes later. Joe Jones and Todd Martella (Hus) finished behind the winners in Class 22.

The Class 20 war produced some interesting battles. Steve Rion (125 Yam) started first and led them into the first Arizona finish. Carl Cranke (125 Pen) started near the end and made up a lot of time. Mitch Payton (Hus) was also among the leaders.

Rion's partner Scott Pfeiffer and Cranke's partner Eric Jenson both dropped out on the California side. Jeff Kaplan took over on the Husky and was the first rider in that class to complete the California loop. They were the last entry to finish the complete race in under eight hours, winning by 25 minutes over Paul Eddy and Ron Laffranchi (Yam).

Bruce Lewellyn (pictured) and Jack Froelich easily won the sparsely-contested Class 38.

Only two bikes entered the Class 38, for riders 38 years of age or older. Jack Froelich and Bruce Lewellyn (Yam) won easily with an elapsed time of eight hours, four minutes. Larry Nicholson and John Watkins (Hus) were other competitors in that class to finish.

In the money department, Roeseler and Tibblin won $2,365 for the overall victory. The trophy presentation was held at the Coors distributor and free beer was provided to the people standing around in the warm (around 90 degrees) afternoon. The local radio station carried race reports throughout race day as well as broadcasting the awards ceremony. ●

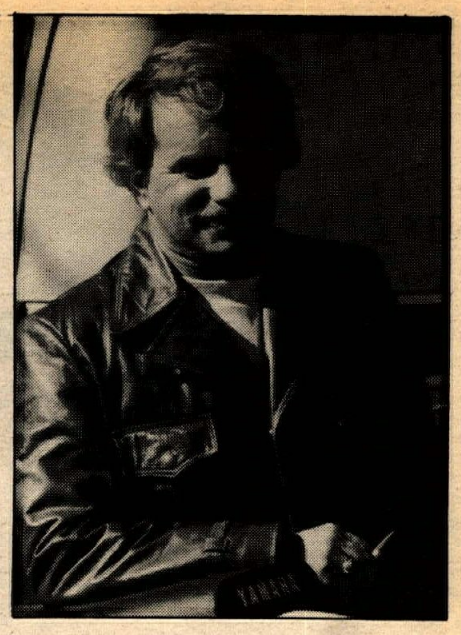
Results

CLASS 22: 1. Larry Roeseler/Rolf Tibblin (Hus) 27 hr: 02.34 min; 2. Joe Jones/Todd Martella (Hus), 7:41.01. 3. Steve Szekula/John Fero (Yam) 8:07.22. 4. Pete Kinney 8:28.27. 5. Ron Bishop/Mike Harper (Suz) 8:43.29. 6. Raymon Rossi/Charles Flynn (Hus) 9:05.45. 7. Denby Daily/Jay Orendorff (Yam), 9:21.12. 8. Donald Lewis/Clyde Reese (Hus), 9:23.27. Winner averaged 47.22 mph.

CLASS 21: 1. Tom Kelly/Bob Balentine (KTM), 7:17.02. 2. Rick Finger/Ric Secor (Hus), 7:22.08. 3. Marc Knudsen/Max Switzer (KTM), 7:37.25. 4. Max Eddy/Charles Barney (Mai), 7:44.11. 5. A.C. Bakken/Mark Blackwell (Suz), 7:49.19. 6. Robert Massey/Dave Hopkins, 7:53.29. 7. Leroy Kyger/Mel Chapman (Yam), 7:56.25. 8. Mike Purdy/Fred Hansen (KTM), 7:58.48. 9. Mike McNamara/Phil Stumbo (Bul), 8:26.18. 10. David Riker/Mark Riker (Suz), 8:34.58. Winner averaged 46.79 mph.

CLASS 20: 1. Mitch Payton/Jeff Kaplan (Hus), 7:59.20; 2. Paul Eddy/Ron Laffranchi (Yam), 8:24.45. 3. Leonard Sikorski/Kevin Davis, 8:26.06. 4. Rod Ahlstrom/Rex Frehener, 8:29.12. 5. Roland McFaddon/Mike Matlock (Yam), 8:29.42. 6. Kirk Kontilis/Alec Petterson (Yam), 8:33.02. 7. Dan Winebarger/Frank Gould, 8:37.44. 8. James Means Sr./James Means Jr., 9:12.54. 9. Eric Spaeth/Ed Rodine (Hus), 9:41.09. 10. Michele Griffin/Ralph Griffin (Hus), 9:41.34. Winner averaged 42.66 mph.

CLASS 38: 1. Jack Froelich/Bruce Lewellyn (Yam), 8:04.29. 2. Larry Nicholson/John Watkins (Hus), 9:16.05. Winner averaged 42.21 mph.



Clark replaces Shick as Yamaha Nat'l Racing Manager

By Charles Morey

"It's more of a logistics job than anything else," Ken Clark modestly described his position as National Racing Manager for Yamaha Motor Corporation, U.S.A. He then admitted, "It's a big job, though. You've got to cover a lot of ground."

Replacing former NRM Pete Schick, Clark is responsible for the firm's entire motor racing program including motocross, the AMA Grand National/Camel Pro circuit, the International Six Days Trial program and snowmobile racing as well.

"The way it's set up now ... (with specialists working on individual programs) ... it's really the best system," Clark continued, explaining how he coordinates a team of motorcycle experts. Kel Carruthers works on Kenny Roberts road racing machinery while Babe DeMay and Nick Deligianis tune the factory dirt track bikes. Ed Scheidler, Motocross Supervisor, oversees three top notch mechanics -- Keith McCarty, Larry Carpenter and Jim Felt. And Bill Stewart is receiving help from former MX wrench Don Dudek in the Six Days program.

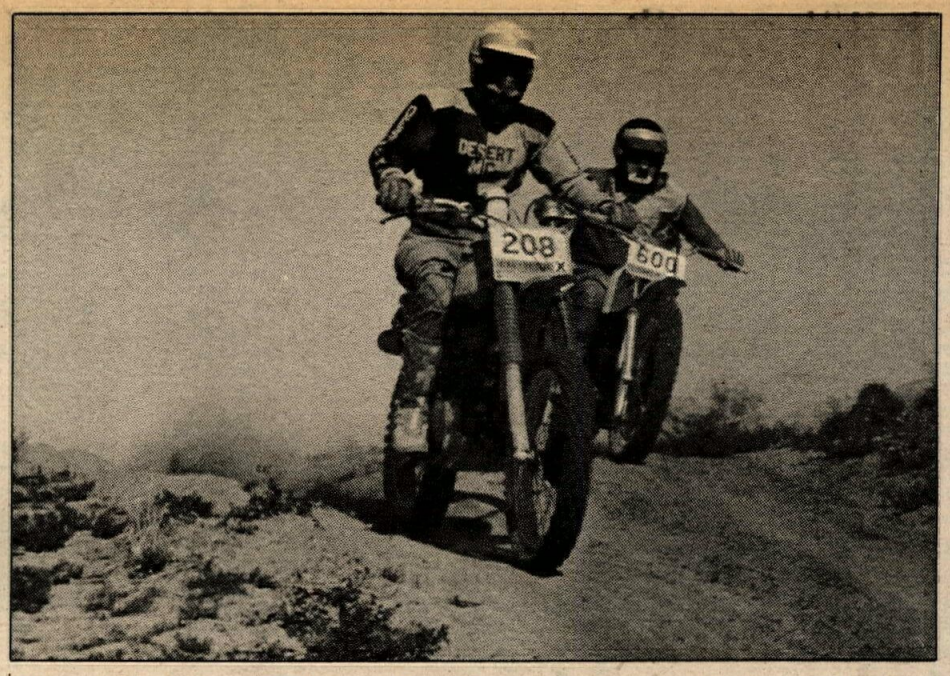
Yamaha is expanding company racing interests this year, and has made at least one major policy chance to facilitate the growth. In the past, divisions of Yamaha have not crossed each others' boundaries -- for example, American Yamaha MX riders have not been allowed to race in the Canadian 500cc GP, the territory of Yamaha Motor Canada. In 1977, however, Yamaha Motor Corporation, U.S.A. will send Pierre Karsmakers to Europe to contest in World Championship competition. Pierre will be accompanied by Ed Scheidler.

"Pierre is primarily a development rider, and where's the best place to do development if not in Europe?" Clark offered.

The ISDT effort has been expanded to include six riders in place of the previous three-man team.

When questioned about a rumor that he would be more communicative than his predecessor, Clark declined comment. To suggest that he would, he felt, would infer unintended criticism of Schick. Still, after talking with Yamaha's new National Racing Manager, we can't help but feel that dealing with their racing department will be an enjoyable assignment in 1977. •

Bruce Ogilvie came back from Parker to win the Moose run.



(Above) Crash Havey (208x) and Dave Connor contest the Novice race. (Below) Ken Guio raced the Moose Run 25 years ago; drove 1000 miles to this one.

PHOTOS BY GARY LAUDIG

Bruce Ogilvie and H-D win the 27th running of the famous Moose Run.

By Gary Laudig

FREMONT VALLEY, CA, FEB. 13

Leading the D-37 pack to the bomb, today was Chuck Pettigrew, with Bruce Ogilvie, about 100 yards back. Ogilvie drove in all the way from Saturday's Parker 400 in Arizona, worked on his bike all morning, and squeaked in one run to the bomb prior to the race. Third to the smoke was Mark Zoller, chased by Ed Zarp, Tim Bowman and Dewayne Carter. Running seventh overall and first Amateur was Dan Thordarson. Five miles up the canyon, first and second stayed the same, but Bowman got by Zoller for third while Carter passed Zarp for fifth. Sandy Robertson passed Thordardson for seventh, then Brian Wright, who wasn't even in the top 15 at the bomb.

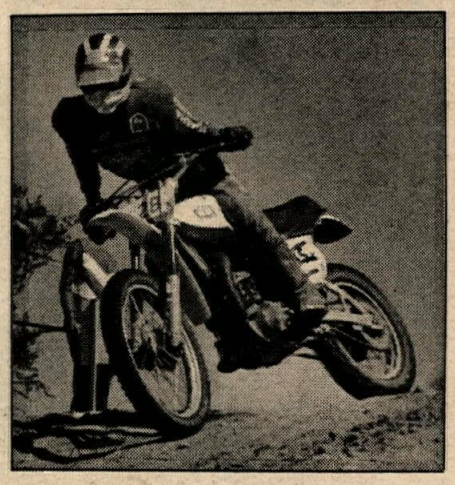
First Novice to the bomb, was old Killer Kilgore, followed by Chris Gray, Howard Hart, Dave Thompson, Adrian Ahuero and Sam Soule. Phil Bayliss was first Beginner, 18th overall. Before check two the "Killer" still had the Novice lead with Chris Gray second. Sam Soule moved up from sixth to third in really tight terrain. Crash Harvey, not even in the top 20 at the bomb, moved up to fourth Novice overall, second 250. Dave Thompson dropped to fifth, First trailbike, Torsten Corum came blazing along at about 18th overall.

Pettigrew still had the lead at the home check with Ogilvie in second, Bowman third and Zoller fourth. After the riders cleared check two, the course ran across the valley towards Hwy. 395, penetrating the mountains from the southeast. Winding higher and higher toward the microwave station, the main trail gave way to a small goat trail. Pettigrew stalled his Maico, and Ogilvie got by for the lead only to have the same thing happen to him, letting Pettigrew back into first. Bowman crashed, leaving third place to Zoller. The big downhill didn't cause any problems to the fast guys, but later on the rehearsals for "Crash and Burn" began. Coming into the pits Ogilvie regained the lead, Pettigrew second, Zoller third, Thordardson fourth and Wright fifth.

Killer Kilgore, still holding first Novice overall, was being chased by Mike and Dave Thompson, both on 175s. Mark Phillips held down fourth, while fifth and sixth place were Open bikes ridden by Greg Rudowski and Brian Williamson. One-loop finishers stacked up real fast with Phil Bayliss finishing first Open, first overall Beginner. Second overall, first Division I Beginner was Asaro, out of District 36. Second Open went to Nigil Marshall, third Open Byron Smith. Second 250 was Mike Cockrell, third Rick Miller. First Div. II was Ron Hermansen, second Bill Burman and third Bob Warden. The only Trail Novice listed was Lars Bergmann.

The second loop continued with little position change. First and second place must have been really serious because they pulled out a five minute lead over the next bike. Bruce Jones held down first 250 Amateur at tenth overall. Second place, Sled Rider Mick Thorpe, was 10 bikes back and moving. George Walker had first Senior Div. I locked up, running around 22nd overall. Jim Vincent, first Div. II Expert, running sixth overall at the big uphill, looked back to see Jim Brown of Barstow right behind him. Third Div. II Expert Andy Klein was seven bikes back. Gregg Thomas, running a beautiful race at 30th overall, held first Trailbike with first Expert Steve Webb at 31st. Tom Allen, second Trail Amateur was at 36th overall. After clearing the cross country chop, the course dumped into a WFO sand wash where third place Zoller parted company with his bike, smashing the expansion chamber, punching a hole in his ignition case and causing Zoller a world of hurt. This put fast-moving Brian Wright into third overall. Allen Johnson, back in the pack, brought home Open Senior Amateur honors, while Don Kesler got first Div. II Senior Amateur. Irwin Sinclair won Senior Amateur Trail.

With the finish line finally in sight Ogilvie and the Harley gassed it to the checkered for the overall win. Second overall Chuck Pettigrew also took first Open Expert. Third overall, second Div. I was Brian Wright of the Checkers. James Vincent pulled in at fourth overall, first Div. II Expert, with Jim Brown still behind for fifth.



Mark Zoller ran third, crashed.

Killer Kilgore led the whole Novice race, never really threatened for the lead. Second and third went to Mike Thompson nursing a bad clutch — and Dave Thompson riding a front flat the entire second loop.

The Determination trophy of the week is split between Gordon Schmid and Ken Miller. Schmid fouled a plug on the start, almost quit, but decided since he paid his entry he would go ahead and ride. Schmid finished 40-something overall, first Open Senior. Ken Miller, running two bikes behind Brian Wright, broke his shift lever. A generous soul at Check 7 loaned him one, and Miller continued on, losing about 20 positons.

Ken Guio drove 1,000 miles to race this desert race. He first raced this Moose Run 25 years ago, finishing first Amateur. He's been actively racing for 30 years, and his son Cotton finished 10th overall, second Open. Candon, the other son, was still in the process of finishing when I left. They all drove down here, with Mrs. Guio, from Big Piney, Wyoming.

Ron Bebo, competing for the first time since his ear operation, finished third Heavyweight Expert after getting off to a bad start.

Fourth overall Novice 250 Mark Phillips said it was a real good ride — "It made the rider work." Second and third 250 Novice, Crash Harvey and Chuck Hermansen, didn't say anything at all. Beginner Daryl Melton, competing in his first-ever desert race, thought the whole thing was really neat. His car pool pal, Paul Ryan, didn't fully agree. One thing for sure, Desert fans — the weather alone was worth the entry fee. ●

Results

OVERALL: 1. Bruce Ogilvie. 2. Chuck Pettigrew. 3. Brian Wright.

OPEN EX: 1. Chuck Pettigrew. 2. Cotton Guio. 3. Ron Bebo.

OP/EN AM: 1. Dan Thordarson. 2. Monte Anderson. 3. Ronald Danly.

OPEN SR EX: 1. Bill Ogen.

DIV I EX: 1. Bruce Olgilvie. 2. Brian Wright. 3. Tony Greaves. 4. Ray Fjastad.

DIV I AM: 1. Bruce Jones. 2. Mick Thorpe. 3. Steve Sporagle.

DIV I SR EX: 1. George Walker. 2. F. Christensen. 3. Bill Biscoe.

DIV II EX: 1. James Vincent. 2. James Brown. 3. Andy Klein.

DIV II AM: 1. Tim Burley. 2. Steve Krasch. 3. Fred Bescoe.

TRAIL EX: 1. Steve Webb.

TRAIL AM: 1. Greg Thomas. 2. Tom Allen III.

TRAIL SR. EX: 1. Dave Doney.

250 EX W.D.: 1. Trudy Beck.

OVERALL NOVICES: 1. Killer Kilgore. 2. Mike Thomspon. 3. Dave Thompson.

OPEN NOV: 1. Killer Kilgore. 2. Greg Rudowski. 3. Brian Williamson.

DIV I NOV: 1. Mark Phillips. 2. Crash Harvey. 3. Chuck Hermanson.

DIV II SR AM: 1. Don Kesler.

DIV II NOV: 1. Mike Thompson. 2. Dave Thompson. 3. Charles Peart.

TRAIL SR AM: 1. Irvin Sinclair.

TRAIL SR NOV: 1. Chalmer Davidson.

TRAIL NOV: 1. Torsten Corum. 2. Paul Krause. 3. Rick Davis.

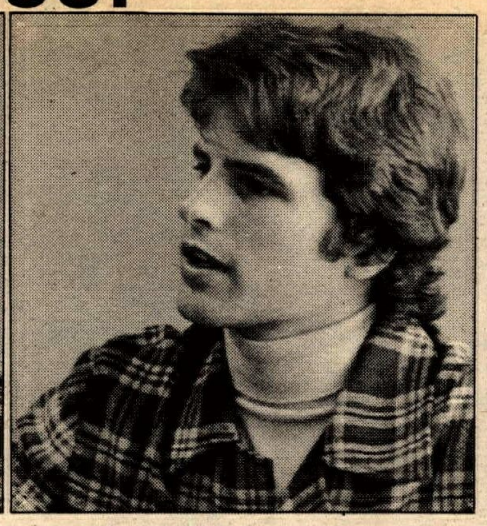
OPEN BEG: 1. Phil Bayliss. 2. Nigel Marshall. 3. Byron Smith.

DIV I BEG: 1. Roy Asaro. 2. Mike Cockrell. 3. Rick Miller.

DIV II BEG: 1. Ron Hermanson. 2. Bill Burnam. 3. Robert Worden Jr.

TRAIL BEG: 1. Lars Bergmann.

Mike Curoso:



PHOTOS BY DALE BROWN

Speedway's young man with a plan, the Houston winner talks of England, danger and the future

By Lane Campbell

To Southern California speedway fans, he's well known, even though he's been largely absent during the past season. Should he reappear, it's likely that the dark blue leathers with the American flag front will bring instant recognition — Mike Curoso's back on the track.

Curoso's been gone awhile, for he's one of the tiny handful of American Speedway riders who have chosen to gamble on the edge of starvation in order to compete in British League speedway. It is a scary, risky choice for an accomplished Southern California speedway rider to make — to turn away from a guaranteed modest income to plunge into an unknown race-or-starve arena in a foreign country.

As Curoso, dressed in a comfortable pullover and slacks, relaxes in *Cycle News'* conference room, it's hard to pull it all back, how it was. "After the National (the 1975 event in the Los Angeles Coliseum) I started turning wrenches as a plumber. In 1976 I did compete in England. They had racing down under (that winter) and I think Scott Autrey was the only American that attended. When he came back I had a chance to speak with him and Steve Gresham both. That's when my decision came."

The decision was to accept a berth with the Hull team in England. As Scott Autrey and Steve Gresham before him found out, British League can be a spirit-breaking apprenticeship for a foreigner. They pay by the point. "There's no way to describe, to one who's not been there, what it's like," Curoso says. "I could tell you that when you're barely picking up one or two points a night, sometimes none, as I was, you have to somehow live on the equivalent of seven dollars a week. But that would only be a part of the story."

Discouraging? Curoso was close to packing it in. "I knew I was gating well; I would start right with those guys into the first turn, then inevitably drop back. I had been riding my regular Jawa and I had no idea my equipment was hurting me — until I was able to borrow a Neil Street four-valve, and I scored 13 points first night out."

That was a turning point, enough so that his present motor is a Neil Street-converted four valve Jawa, thanks to some timely help from his family who are still among his major "sponsors." He began riding really well late in the season — well enough to be paired with team captain Barry Briggs as a tactical substitute in the final heat of three separate matches. As team speedway fans are beginning to learn here at home, you have to be riding extremely well on a given night to earn such a position. It is a precarious distinction in a close match; if you help win, you're a hero, if you lose you're a bum.

Another dubious distinction shared by the three Americans (Autrey, Gresham and Curoso) is that they, in Curoso's words, "Rode for the worst racetracks in the league." (Which, if you survive, can be an advantage.)

"The Hull, Newport and Exeter teams, as far as their home track surface goes — they're absurd, they're terrible. One very well known British rider, Malcolm Simmons — bit of a sniveler — he won't even go to the Newport racetrack (Gresham's base) because the conditions are so deadly. You're actually juggling with Jesus and dicing with death at that racetrack.

"Basically the shape of it is wrong. One corner is square — only thing that's been done to it is there's a football pitch on it so the corners are rounded off slightly. There's definitely a straightaway, very narrow. The other corner comes to a complete diamond so it's a pointed oval — like Harry (Oxley) does to his corners occasionally. It's a super-dangerous racetrack.

"Scott's racetrack, Exeter, it's large, it's banked. But when I say banked — the banking, what's dangerous about the racetrack — the banking will go up to the crashwall, but before it gets to the crashwall it falls off . . . so if you're sliding in a corner and your rear wheel comes up to that point it automatically hits that table-top and comes completely around. And, you know, you're going 60 mph into a half-inch piece of boilerplate, so that gets pretty radical. Plus the bumps and holes that they have in the racetrack. Those two racetracks are the only two in the league where a particular tire is used — a Barum, mainly because of the track conditions. Otherwise, you can go to any other track in the league and know 99 percent of the time a rider's going to have a Dunlop tire on his bike.

PHOTO BY DENNIS GREENE

(Left) Bright, articulate off-track; (above) stylish on-track. Will Mike Curoso's familiar American flag leathers appear in U.S. or England next year?

"As far as Hull racetrack goes — boy! What a miserable racetrack! They had problems with the maintenance man and team manager — he just wasn't preparing it. So the co-promoter — his name is Brian Lerner — he took over prepping the track and from that time on we had the best "home track" advantage of any team in the league. 99% of the time we knew that any team that was gonna come, we were just gonna smoke 'em. And we did."

The risks high, the rewards meager; then what is the bottom line — the "draw" — that attracts Mike and others? First, the experience itself is beginning to pay off in competition here in America, as witness Curoso and Autrey one-two at Houston this year. Beyond that it's hard to define, except as Mike described his feelings to us after attending the World Finals last year:

"Seeing and being amongst 80,000 people in a stand, seeing 10,000 or 20,000 cheer for John Louis, Malcolm Simmons, Peter Collins (the English riders); seeing another majority cheering for Mauger, Ole Olsen, John Bolger; being the lone two Americans — hearing cheering for Scott Autrey, knowing there were Scott Autrey fans around, banners waving . . . it's something you don't usually see in Class C or motocross racing.

"As far as English speedway or on an international level goes, the enthusiasm and support that follows it; I can't see why it can't happen in the U.S. It's phenomenal. Somebody's making money at it, but they're not really paying out."

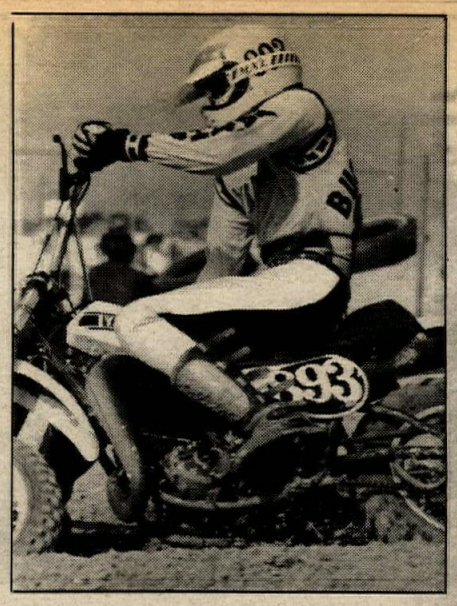
All along, Mike has been very articulate, self-confident, aware. His education? "Just high school. I'm registered for Orange Coast College, and I want to get back into college very much. But speedway has been my career since I was in high school. It's kept me out of collegiate sports — just because I raced Ascot on a bad night. It was a Gold Cup night and I boasted to a few friends. That in turn got back to a P.E. teacher. They knew it was a Pro race — so I was immediately excluded off the football team, not allowed to compete on the baseball team. I come from a sports-oriented family — not motorsports but physical sports — but I wasn't allowed to compete in any of them through my high school days. I was really disheartened about that. I feel — of course since I'm a victim — that something should be done about it for the next victim that comes along. There's a lot of pros and cons . . ."

So this compact, physically powerful 22-year-old, who today would still be indistinguishable among any group of college athletes, is a professional speedway racer.

Having a plan helped him win at Houston, and even faced with uncertainty as to his 1977 season his mind keeps ticking off the possibilities. "I know exactly what my plans are, really. The first will be to decide whether I'm going to be competing in the U.S. or England. I'm in the last stages of negotiation with Ian Thomas (the Hull promoter), and will come to a decision in the middle of this month. So that will be resolved . . . that's what I'm really counting on. The International Series, if that takes place, I'll definitely be competing in that (along with Rich MacMurray, Mike Bast and Scott Autrey, the probable "first picks" for a U.S. test match team). If it doesn't take place, I'm still shooting for a date in Daytona Beach during speedweek."

"The race at Daytona has an AMA sanction, but will not be a National." This reference, given with a laugh, relates to the fact that having won Houston, the only 1977 speedway meet to carry an AMA National sanction, Mike has a claim on the AMA National title. The man who could well wear AMA's Number One in 1978 has a plan even when nothing is certain . . . to keep mentally and physically fit, plying the plumbing trade and racing wherever it will further his career. Mike Curoso is a career-minded rider. ●

Broc Glover continued his win streak in the 125 class after dicing with Danny LaPorte.



Buckingham took third Open.

Florida Winter-AMA MX Series—Round two

Broc blitzes, Hurricane howls, but Sugar Bear blocks a second 1-2-3 kick by the YZ gang

By Charles Morey

ST. PETERSBURG, FLA., FEB. 13

Aiming for a second clean sweep in all three classes, Team Yamaha launched an all-out attack on the Sunshine Speedway round of the Florida Winter-AMA MX Series on their "basically stock" production YZs. Their domination of the opening series event the week before, however, proved to be an impossible act to follow, and the young team of west coast riders had to settle for a still remarkable two-out-of-three afternoon.

Spoiler in the festivities was Team Suzuki's Billy "Sugar Bear" Grossi. Riding a Brian Lunnis-tuned RM (not a works Suzuki as incorrectly reported in last week's article), Billy turned in a perfect 1-1 set of Open class finishes for the gray and windy afternoon. Grossi's machine is a modified RM370 that sports works forks and shocks and a Thorwaldson swingarm. The motor and frame began life as a production RM; Mister Brian and Sugar Bear made it a winner.

Privateer proving grounds

The 1977 Florida series also serves as an introductory stage for eastern privateers who don't enjoy the good fortune of being able to perform for factory scouts as do the up and coming southern Californians. Several were noteworthy in the Sunshine Speedway program; among them, 125cc classers Mark Barnett, John Reinholt and Jimmy Walker. Barnett, from Illinois, finished third today behind factory flyers Broc Glover and Danny LaPorte with a 3-7 tally. Last week Mark had begun equally well with a third placing in the opening moto only to fall victim to mechanical problems in the second leg. John Reinholt, a Floridian, followed Barnett in fourth for the afternoon with an 8-4 total. Walker, last week's top 125cc privateer in third behind the Glover/LaPorte steamroller, placed third in today's second moto. A chain failure in the opening round kept him to tenth overall. All three rode Suzuki RM125s.

Everyone's favorite privateer (since Tony D went factory), Mickey Boone didn't feel the need to claim anyone's bike this afternoon as he edged "The D" out of second overall in the 250cc action behind a long-gone Bob "Hurricane" Hannah. While Hannah ran away to a one-minute lead over the second place rider in both motos, Team Suzuki's 250cc National Champion and the man who's been called a second string rider duked it out for second. Mickey took over on the last lap of the second moto, slipping past Tony to win out by a 3-2 over 2-3 margin. The Spanish "European plan" sponsored riders, Mickey Kessler on Montesa and Marty Moates on Ossa, rounded out the top five.

Two established Florida pros, Harold Buckingham and Joey Gratton trailed the rapid rivalry between Billy Grossi and Yamaha's Ricky Burgett. The top two spots went quickly to the Suzuki/Yamaha sponsored west coast riders but Buckingham and Gratton had a duel for third going that was settled in the final moto when Harold outdid the veteran fellow Yamaha rider 4-3 to 3-4. Fifth was Suzuki's Jeff Jennings.

125cc: Broc dashes, Danny crashes

Danny LaPorte's Suzuki led the buzzing horde of 125cc MXers through Sunshine's sandy first turn, but Mark Barnett squeezed past for a chance to spearhead the mission through the opening lap. Broc Glover trailed them in third after picking up two spots on the first lap, and in Glover's tracks were Moto-Tex's Michael Jones and Jimmy Martin.

By the time lap two was complete, LaPorte had reclaimed the lead from Barnett. Glover was starting to close the gap, and on the third time around he pulled in on Barnett's tail. Moments later, Mark slipped under pressure, overshot a berm, and Broc scooted past, hot after LaPorte. By this time Robert Westerman had moved up from seventh into fourth where he'd stay for the duration.

LaPorte looked like a winner, quickly cruising the course in a style that looks a good deal like DeCoster's. Unfortunately, the R.D.'s winning ways require more than style, and Danny lost his chance for a moto win in a fall near the halfway point. Once Glover passed for the lead, the top places remained unchanged: Glover, LaPorte, Barnett, Westerman and Jones.

Round two saw Broc Glover zing his Ed Scheidler-tuned YZ125 to the front of the pack right out of the gate and through turn one. LaPorte was right on his rear knobby and looking for space to pass, but Danny lost it coming off a jump halfway through the first lap. The crash dropped him to last place. Glover showed Robert Westerman, Jimmy Walker, John Reinholt and Michael Jones through the opening lap.

While Broc established a 20 second lead over Westerman, Danny LaPorte was charging rapidly back up from his last place restart. On the third lap, LaPorte skittered into eighth place, then in the laps that followed, recovered second behind an out of sight Broc Glover. Overall, it was Glover, LaPorte, Barnett, Reinholt and Edward Cole.

250cc: Another "Hurricane" blast

When asked just how close to stock those Team Yamaha YZs really were, Hannah's mechanic Keith McCarty sidestepped the question by answering, "I think it's the guy who rides it that makes the difference."

Yamaha Motocross Supervisor Ed Scheidler was a bit more direct in answering the same question regarding Glover's bike. "I've had a chance to work on this motor during the week," he replied with a trace of an I-know-something-you-don't smile on his face. "We've cleaned up the inside a little. As soon as we get it all worked out, we plan to make the information available to dealers." Like the aluminum swingarm on Glover's machine that may become available from Yamaha if it proves out, motor mods to the production bikes may eventually become available to any Yamaha mounted MXer. If so, privateers will finally be getting the attention they feel they deserve, and need, from the manufacturer.

Whatever the secret behind Yamaha's Winter-AMA success, it certainly works for Bob Hannah. Once again, the 20-year-old Californian stole the holeshot and proceeded to steadily cruise away from all competition. At the end of the opening lap, Hannah led a fast hauling Mickey Boone, Kawasaki's Terry Clark, Can'Am's Jimmy Ellis and Billy Grossi. Monte McCoy had attached himself to Hannah's rear fender at the start but crashed hard on a tall Sunshine Speedway jump and effectively de-tuned himself in the first quarter lap.

After moving into second, Jimmy Ellis had to stop for a lap to work out some problem with father George on the prototype Can-Am. He restarted to get back up to fourth by the moto's end.

Tony DiStefano jammed up from seventh place on the first lap to overtake Boone for second, a favor

PHOTOS BY JIM GIANATSIS AND CHARLES MOREY

(Above) Grossi and DiStefano in 250. (Below) "Lumberjack" flies in Open.

that Boone would return in the second moto.

Billy Grossi fell, letting a tight skirmish among Tony Summey, Marty Moates, Terry Clark and Mickey Kessler past into fifth through eighth postions.

In the final laps, Jimmy Ellis closed on Mickey Boone but Boone held on fiercely for third. And a tight Tony Summey/Marty Moates duel ended on the final lap when Summey got by Moates for the last time.

Again in round two, Monte McCoy got a great start on his home track leading Hannah and Ellis through the first turns. The lead was short-lived, however, as a Hannah/Ellis brawl began that had Yamaha National Racing Manager Ken Clark chewing his nails.

"We're trying for that encore (to last week's clean sweep)," Clark said nervously. "But it's giving me a heart attack right now!" he added as Hannah rocketed past with Ellis gnawing at his rear tire.

Then, on the fourth time around, the pressure subsided. Bob Hannah came around all alone, and George Ellis sprinted toward the back section of the track where Jimmy had disappeared. Eventually Jimmy came along, riding slowly. Part of the brakestay bracketry had come loose and jammed in his Can-Am's chain, pitching Captain Cobalt into an instant endo.

From that point on, Hannah's second 1-1 win in two weeks was virtually assured. The bike didn't fail, and neither did the "Hurricane," leaving him with an unblemished 1977 Winter-AMA win streak.

Marty Moates, after working clear of a Kessler/Moates/DiStefano threesome, moved into second. His position was not to last, however, as the gearbox lost both second and third gear, dropping him to an eventual 7-5 fifth overall.

When Moates dropped back, DiStefano and Boone moved into contention for second place. The pair circled the course in close formation with Mickey Boone taking the initiative on the final lap for his 3-2 second overall afternoon, an excellent ride. Tony D wound up third ahead of Montesa's Mickey Kessler, 2-3 over 6-4.

Open: Bear goes berserk

It all came down to a two man race between last week's winner, Yamaha's Rick "Lumberjack" Burgett, and the man voted most eager to win at St.

Pete, Billy "Sugar Bear" Grossi. Within the first few laps of round one, the two paired off and pulled out in front. Burgett led after passing Grossi on the first lap. Then, the "Lumberjack" hit the first of three snags in his plan.

"Billy and I were coming up on a lapped rider. I hit his rear wheel and went over the berm," Ricky said afterward. He regained the lead, but Grossi got past again three laps later. Finally, Burgett lost it one more time, overshooting a turn on the back of the course, and Joey Gratton took over second. Although Burgett was able to reel in Gratton, Grossi was long gone for the win. Behind Joey were Harold Buckingham and Karl Taylor.

The final moto began with a fight as Burgett shot to the front with Grossi, Gratton, Jeff Jennings and Harold Buckingham in his tracks. Then, at the finish line at the end of lap two, Sugar Bear shot past and stayed out in front to the end. Tense pit board action kept both Billy and Rick informed of the few seconds separating them — the gap never closed below three seconds — and Billy racked up his second moto win and Rick scored another second. Buckingham edged Gratton for third 4-3 to 3-4, and Jeff Jennings' 6-5 took fifth. ●

Results

125: 1. Broc Glover 1-1 (Yam). 2. Danny LaPorte 2-2 (Suz). 3. Mark Barnett 3-7 (Suz). 4. John Reinholt 8-4 (Suz). 5. Edward Cole 7-8 (Yam). 6. Furman Gray 13-6 (Suz). 7. Samuel Anderson 10-9 (Suz). 8. Chris Douthitt 9-10 (Suz). 9. Robert Westerman 4-18 (Yam). 10. Jimmy Walker *-3 (Suz).

250: 1. Bob Hannah 1-1 (Yam). 2. Mickey Boone 3-2 (Suz). 3. Tony DiStefano 3-2 (Suz). 4. Mickey Kessler 6-4 (Mon). 5. Marty Moates 7-5 (Oss). 6. Tony Summey 5-7 (Yam). 7. Monte McCoy 10-6 (Suz). 8. Dennis Brand 9-8 (Suz). 9. Denny Swartz 12-11 (Mai). 10. Dan Farley 11-12 (Hus).

OPEN: 1. Billy Grossi 1-1 (Suz). 2. Rick Burgett 2-2 (Yam). 3. Harold Buckingham 4-3 (Yam). 4. Joey Gratton 3-4 (Yam). 5. Jeff Jennings 6-5 (Suz). 6. Karl Taylor 5-7 (Yam). 7. John Calathes 7-6 (Mai). 8. Shawn Carpenter 8-10 (Suz). 9. Monte Anderson 11-11 (Bul). 10. Ross Williams 14-9 (Mai).

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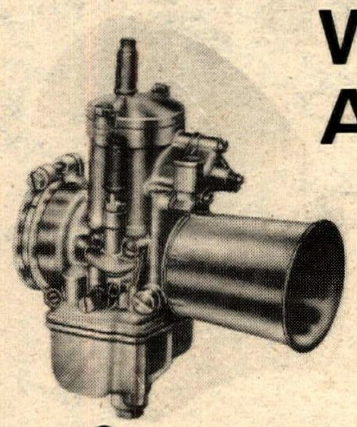

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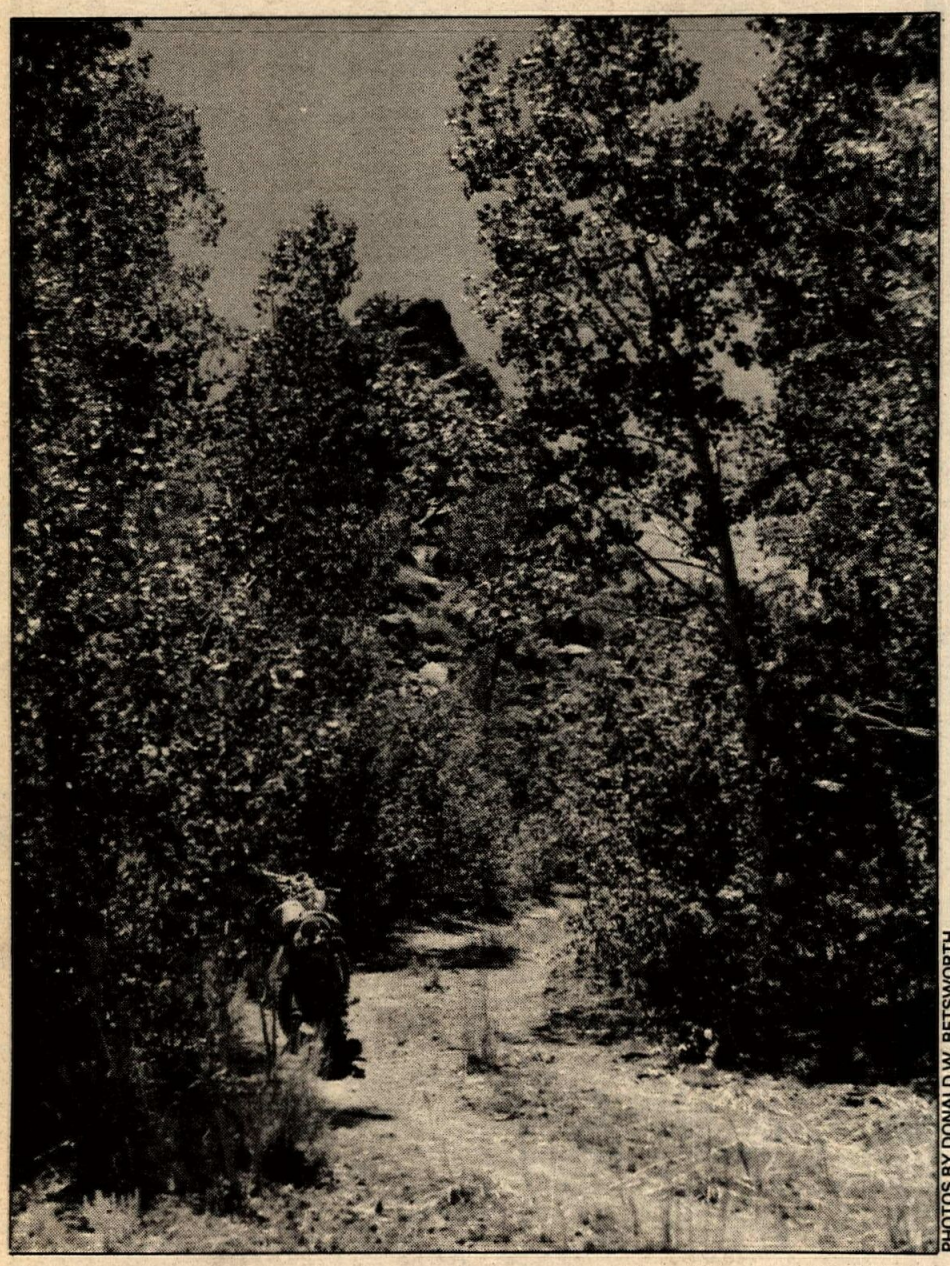


PHOTOS BY DONALD W. BETSWORTH

(Left) A grove of Aspens in Kelty Meadow. (Above) A rock cairn, probably built by Basque sheepherders. Mount Montgomery rises in the background.

Tired of crowded riding areas? This year, try

Bike packing Mammoth Lakes, California

By Donald E. L. Betsworth

Are you tired of people? Do you put up with the smog, fences you can't get through, and the same old scenery? Well, why not motor north a couple hours farther next summer and do some riding in the Mammoth Lakes area? I've ridden there the last two years and find it super. You can ride in the morning and then fish all afternoon. Not too shabby.

There are dirt roads (no bike trails yet) that will give you all the scooter riding fun you'll want. You can wind through the tall pine trees, ride up to two beautiful lakes at over 10,000 feet, ride many miles of pure pumice, and as many miles of obsidian chips. You can take your bike and fishing gear and find a piece of river or stream to fish where nobody will be standing on your foot. The night life and the restaurants are pretty good, if you should go for that.

Get yourself an Inyo National Forest Map and check all the riding possibilities around Mammoth Lakes. We have ridden up to Laurel Lakes, toured around Inyo Craters, across Crater Flats, and up to where Deadmans Creek is just a trickle. We've covered much of Little Antelope Valley, and enjoyed the view from the top of Lookout Mountain. You can ride every day and find a new road to play on.

The only problem we have had in two years was once in 1975 when we were cited for not having mirrors. It was not a "cost you money" kind, just "get it fixed." We had ridden 200 feet of Highway 203 and the local "Smokey" stopped us. He turned out to be a pretty nice guy, even showed us some back streets to use if we didn't want to make the bikes legal.

The other problem was this year, and I still think we were in the right. There is a ranch several miles to the north, the name is on most maps, and I've been told it has a reputation for not liking anyone who does not use their facility. They rent cabins and have control of about a mile of good trout stream. We started down a dirt road near the ranch that had no fences, gates, and no keep out signs, and were chased out by an irate rednecked cowboy. My advice is to give this place wide berth.

We use Mammoth as a base for our longer rides. Some of them start as far as 40 miles away so we trailer them to the starting points. But you can begin most rides right in town, run your tank almost dry and see very few people even in August.

One of the rides we did was a trip up to Glass Mountain and a little ridge running. It's 30 miles through sagebrush, rocks, green meadows, aspen trees, and excellent views of both Long Valley with Lake Crowley, and with even more spectacular scenery of the White Mountains. I don't know why they call it Glass Mountain, its 11,123 feet of some type of granite, sand and pumice. And it's very lonely; we saw no one during our entire ride.

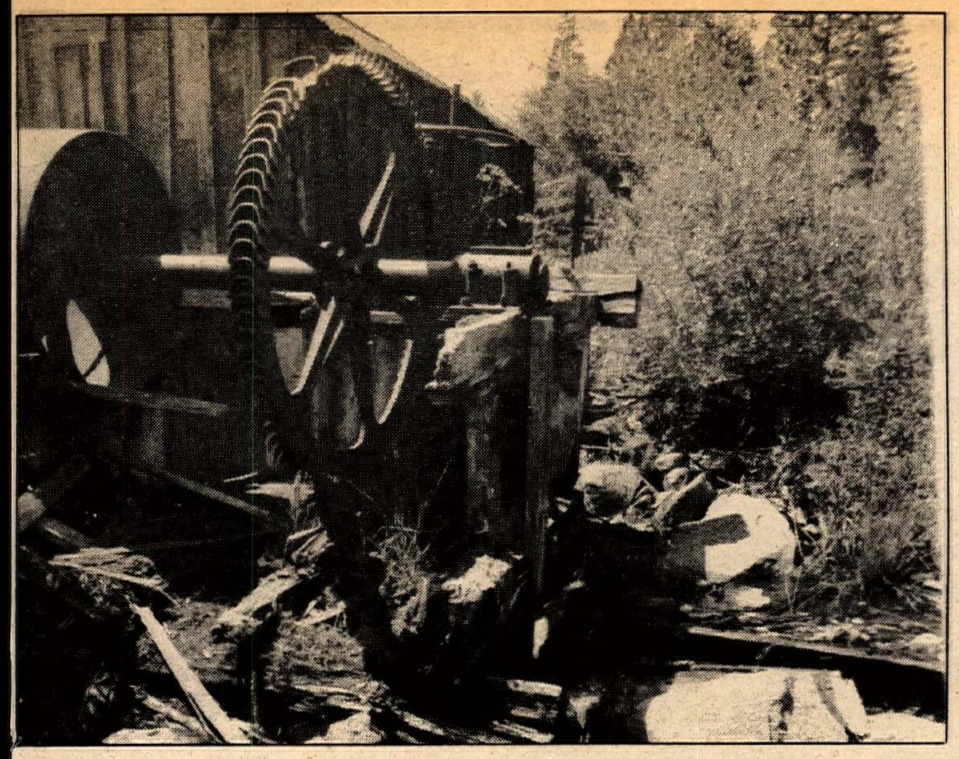
The start is easy to find, but after that so many roads and tracks head off in so many directions you must be on your toes; or you will end up miles away and two ridges from where you should be. To find the beginning, drive about five miles south of the Mammoth Lakes road and look for the sign reading "Whitmore 1 mile" and "Owens River 5 miles." There is a little green church on the corner. Turn left and continue on pavement until you come to a bridge crossing the river; this is Benton Crossing. You can camp here and the fishing is not bad. We started our ride from here but it requires some asphalt riding or buzz up the gully on the east side of the road.

From Benton Crossing go southeast four miles to a good dirt road heading east, (this road has no sign). Turn left and within 0.5 miles a large metal gate appears; go through. The road forks, go right. After 3.5 miles you'll come to a barbed wire cattle gate and an old corral. This is known as Watterson Troughs, named after two Owens Valley bankers and cattlemen. They played some games with the bank and went to jail for fraud.

Go through the gate (please close it after you) and start up the hill. It will be steep and rocky for awhile and after another 1.5 miles look for a sign reading "3SO1 A"; turn left. At 1.4 you passed a road with a sign "3S49". Do not take it. This road went up and down, and was very snakey. It was in very bad shape and it finally ended at tiberline in a small grove of pinon pines. We seemed to be several miles from where we should have been so backtracking a couple of miles and using bike rider's nose and a SWAG (Scientific Wild Ass Guess) we took off on a very faint trail heading east, finally picking up the road we should have been on.

Back to the left turn on 3SO1 A, go 1.1 miles to another fork, and left around the meadow. Follow the road up the canyon to an area called the Clover Patch. In this patch there are many cattle grazing, so if you have seen "On Any Sunday" and your riding partners haven't you might be able to pull the infamous Steve McQueen act and give them a shower of fresh meadow muffin. Bear to the right, go up the hill, then head a bit left, climbing slightly. The road will start to level out and at five miles you will come to a rock cairn on the right side. This is about 9500 feet and the highest point of the ride. You can go a tad higher and see Lake Crowley by taking the little used road west from the cairn up past the tree for 0.4 miles. Looking east you see the full length of the White Mountains from Montgomery Pass on the north to Westgard Pass to the south. Standing at the cairn and looking east, White Mountain is the rust colored peak to your right. It's the highest in the range at 14,246 ft. and is the third highest in California.

Back on your bike, head north again and drop down a bit. Soon you will enter Kelty Meadow with its large aspen trees. Another fork shows up, going right around the east side of the meadow and in 1.2 miles the road forks again. Go left and follow the cattle fence. After a mile or so go through the gate and wind up into the trees. In a couple more miles you reach the Sawmill Meadows Road. It is

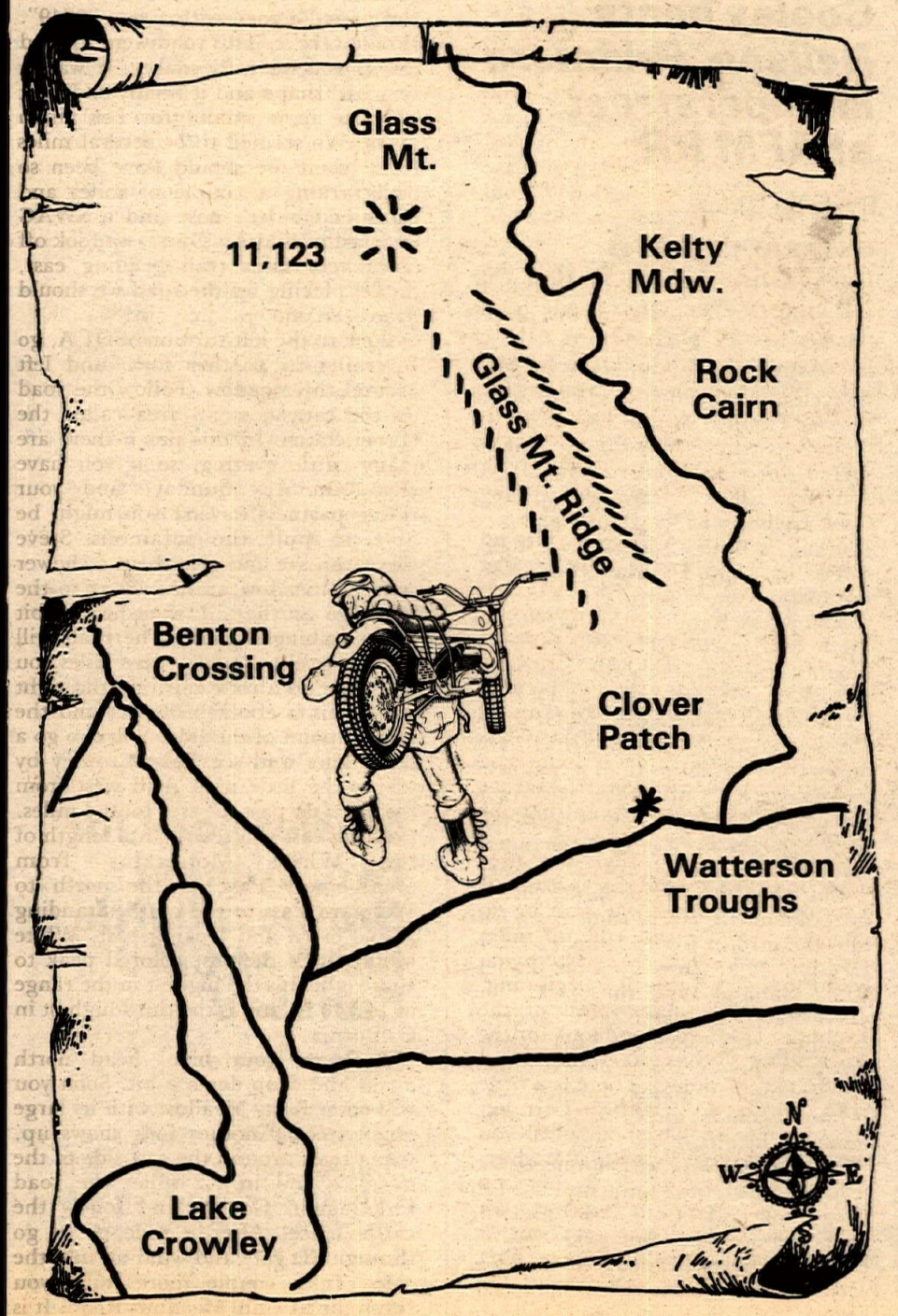


An old mill, driven by water wheel around the turn of the century.

a long 11 mile run down to Highway 120, and there are no services for many miles after that.

I suggest you just retrace your route and enjoy more of the scenery on your way back. Some stretches of road are very deceiving. The rocks are exceptionally sharp, plentiful and very slippery. The photographer (my son and riding partner) got into some shale and slid, breaking off a peg trying to move a fair sized boulder. He has the green toes to prove it. In some places you would think you were riding an enduro off Sidewinder Road near Barstow.

On the ride you will pass through two small pieces of private land and much of the rest is leased for cattle grazing. So if you open a gate close it, and don't chase the cows. One bull in Kelty Meadow pawed the ground and gave us a look (if you can interpret bull looks). He seemed to say, "you are intruding into my domain and interfering with my love life." We eased by very slowly as I didn't want to tussle with a 2000 pound irate animal on a 215 pound scooter. ●



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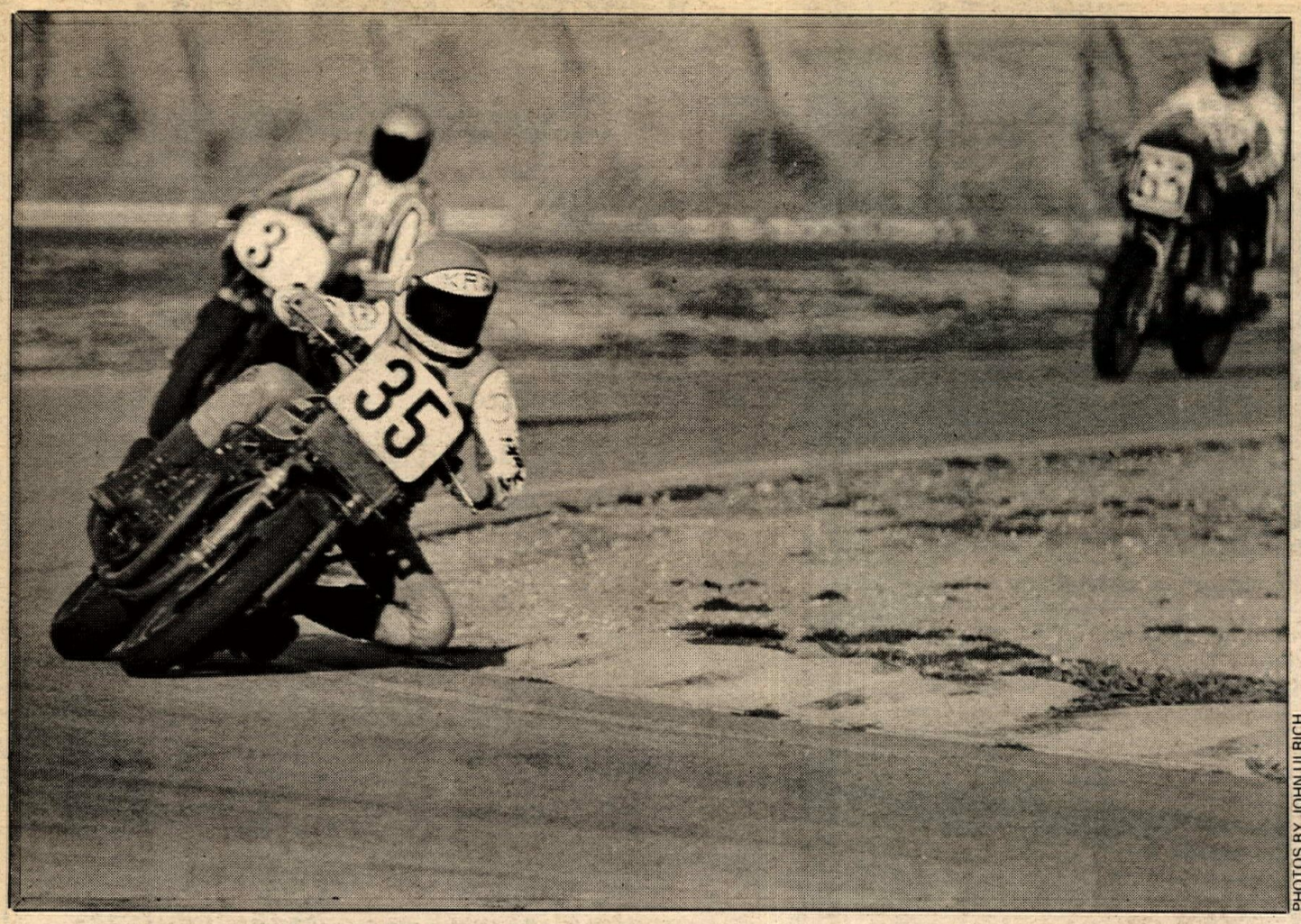
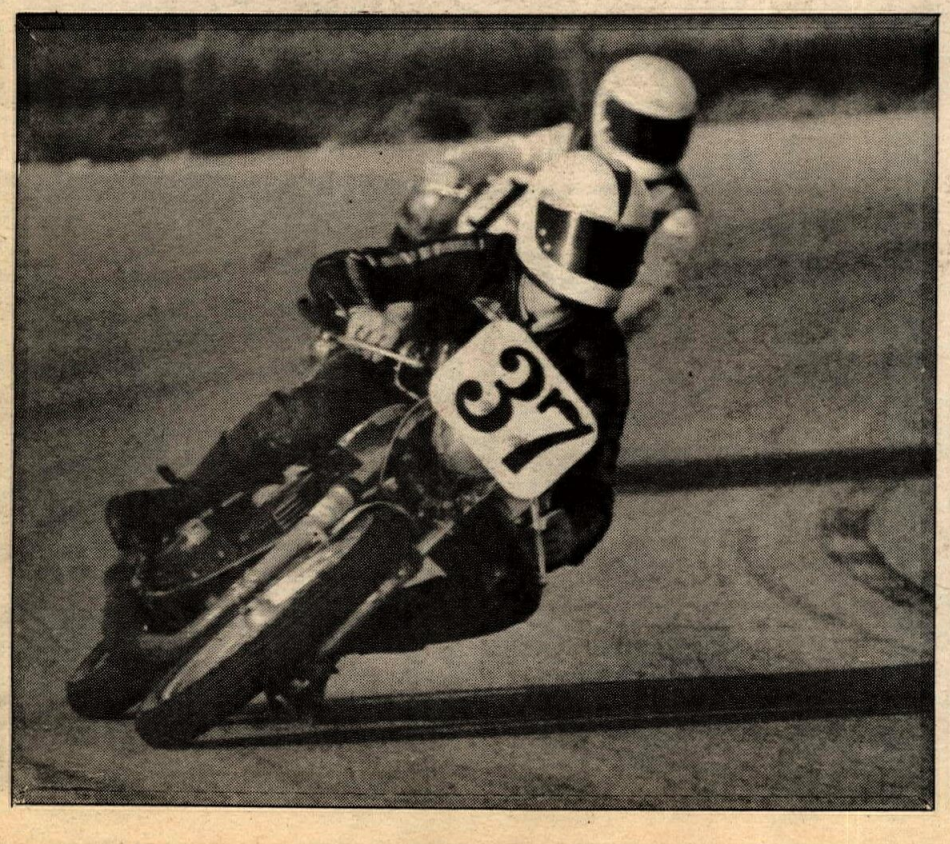


PHOTOS BY JOHN ULRICH

(Above) Cooley leads Neilson and Pridmore. Pridmore pulled in on the next lap, traded bikes, and rode from last to sixth.

(Above) Harry Klinzmann is chased in 250 GP by David Emde, Mike Baeder, Eddie Lawson, Rudy Galindo, and Dick Fuller. (Below) Bill Henry rode his RD350 to fourth overall in Superstreet.



Emde wins GP; Cooley beats Neilson, Pridmore in Superstreet at AFM RR

By John Ulrich

ONTARIO, CA, FEB. 13

David Emde won his hardest 250 GP victory ever, then came back to run away with Open GP at the American Federation of Motorcyclists' (AFM) first road race of the year at Ontario Motor Speedway. In Open Superstreet, Wes Cooley used his sorted-out Yoshimura R&D of America 1,000cc Kawasaki to beat Cook Neilson's 883cc Ducati and Reg Pridmore's Butler and Smith 1,000cc BMW in a pre-Daytona "Superbike Production" showdown.

The Mack Kambayashi TZ250 that Emde rode in 250 GP wasn't his usual mount. Instead, the bike sported a new Mack-designed frame and a stock set of barrels. Before the 250 GP race, Mack assured Emde that the motorcycle was faster than it had been at last week's CMC race at Willow Springs, and that the engine specs had been brought up par with the super-fast bike Emde rode last year.

But when the flag dropped for the start of 250 GP, Harry Klinzmann lept into the lead in front of Emde, Eddie Lawson, Mike Baeder, Dick Fuller, Rudy Galindo, and the pack. The order stayed the same, after Lawson crashed, for several laps, until Baeder's bike's front end stopped functioning, dropping Baeder back behind Galindo and finally sending him into the pits.

On the sixth lap, with a four-second lead, Klinzmann's machine's shift shaft broke off at the case, and the lead was Emde's. But even though Emde was never headed, the race was very different from most in recent history. Usually, it's been Emde in front by a mile or two at the finish, with the tussle for second. Here, Emde had to ride hard to stay second, then ride just as hard to keep first after inheriting it.

"I didn't have any power at all," said Emde after the race.

"I don't think he has had to ride that hard in a long time," said an approving Mack Kambayashi. "Look at the sweat on him *(Emde was dripping . . . Ed.)*. He came up to me and said 'Mack, something is very wrong, not fast enough.' But this way, we find out if the tires and frame are working good. This way, he pushed to the limit, instead of just easily winning."

In Open GP, Emde ran away on his Don Vesco TZ750. Gary Scott entered the race to sort out his TZ750 for 1977, but a pinched gas tank vent tube stopped the gas flow and caused his bike's motor to seize on the first lap. Rob Murray, whose father sponsors Scott on road racers, finished second, with Wes Cooley and the Yoshimura Kawasaki third.

Cooley then took out the Kawasaki to meet his AMA Superbike Production foes, and won. Cooley passed holeshot-artist and ex-drag racer Cook Neilson's Ducati a few hundred feet off the line, and led until the finish. With a giant red BiMoto swingarm, special fork, and ample frame gusseting, Cooley's Yoshimura machine finally handles to match its 125 horsepower. It used to be that Cooley would lead the first lap and then get passed in the curves. This day, he led, period, and must be considered the favorite for the Daytona Superbike Production race. Cooley's bike had 15 miles per hour on anything else in the class. Neilson ran second from start to finish. Pridmore, who is again riding for Butler and Smith, the U.S. BMW distributor, was third until discovering a tiny oil cooler leak on the first lap. Pridmore pitted, jumped on his spare machine, and worked his way up from last to sixth by the end of the race.

Bill Henry piloted his Specialists Two RD350 to first in the 600cc Superstreet class, finishing fourth overall behind Cooley, Neilson, and Steve Mallonee (Mr. Jags 950 Triumph); and ahead of 750 Production winner John Glover (Mr. Jags 750 Norton), and Open Production winner Terry Waugh (Yoshimura 845cc GS750 Suzuki).

Fresh from winning several 350cc races in the New Zealand Marlboro series, Randy Mamola used his TZ350 to win 500 GP. On the first lap, Mamola ran off the Ontario course into the dirt in fast Turn Five, but quickly got back on the pavement without crashing and gassed it up to easily beat Eddie Lawson (Yam). ●

Results in Results Section.

Mosier goes for two, Wanket Brothers battle to finish at CMC's Carlsbad

By Patti Trotter

CARLSBAD, CA, FEB. 13

Local rider Dale Anderson (Mai) grabbed the 500 Pro holeshot at CMC's Carlsbad Raceway Motocross, leading newly-wed Rex Staten (H-D) and Gassin' Gaylon Mosier (Mai). Anderson led for several laps until Mosier and his Maico

PHOTOS BY PATTI TROTTER

(Above) Marty Tripes (8J) and John Smith shared a CMC 250 Pro holeshot. Tripes DNF'ed, leaving the win to Gaylon Mosier. (Below) "Captain Hook" Mosier pirated two CMC Carlsbad wins.

Rocketship blasted by. For the duration of the moto it was Mosier, Staten, and Anderson so far out in front of the other riders they were on another section of the track by the time the other riders came into view. Jim O'Neal (Mai) and Fritz Schlegal (CZ) were going strong until Kevin "VIVA" Rodgers (Mon) got dialed and bumped all but the leaders.

In the second moto "Rocket" Rex Staten took the holeshot, but the lead was short lived — Mosier had the front position by the time the riders were to the hairpin turn. The leaders were the same in this race as the last, Mosier, Staten, Anderson and Rodgers. Allen Ortiz (Mai) and Schlegal were fighting to the checkers but Ortiz got fifth.

John Smith (Yam) and Marty Tripes (H-D) came screaming around the start turn together to get a joint holeshot in 250 Pro. As they smoked around the turn the next five guys crashed into one another for a giant bike pile. Amazingly enough, no one was seriously injured. The leaders were Tripes, Mosier, Smith and Mike "Little" Tripes, who has not ridden since October. Marty "Big" Tripes was forced to DNF when his machine quit, giving the lead to Mosier. Gaylon opened up the lead to the point that he was able to shut down in some of the turns and not have to worry about it.

Alan Smith (Hus) and Rocky McKee (MCA) got going and moved past Tripes with Smith getting by Smith for second. The new order of things was Mosier, Alan Smith, John Smith and McKee with Tim Marsh (Suz) following.

Mosier was off the line and going first in the second moto, with Wes Sutton (Mai) in hot pursuit. John Smith was third and Alan Smith fourth. Smith swooped Sutton at the bottom of the downhill to take over second leaving Wes and Alan to dice it for the three/four slot. McKee was coming on strong when he did what so many of the 250 riders were doing, he crashed. When the moto was over and the points tallied the payback went to Mosier, John FMF Smith, Alan Smith and Mike "Little" Tripes.

Tony and Pete Wanket were the super stars of the day's racing. The 125 Pro race was unreal with excitement. Tony was able to out-gas his brother to take the lead, but for the entire race Pete was only inches behind. In the second moto Pete got the holeshot to lead Tony around the track until the very last lap, when Tony scooted around Pete to get the overall win. Randy Hess and Jeff Tomlin, both on Hondas, rode a third and fourth in both races. ●

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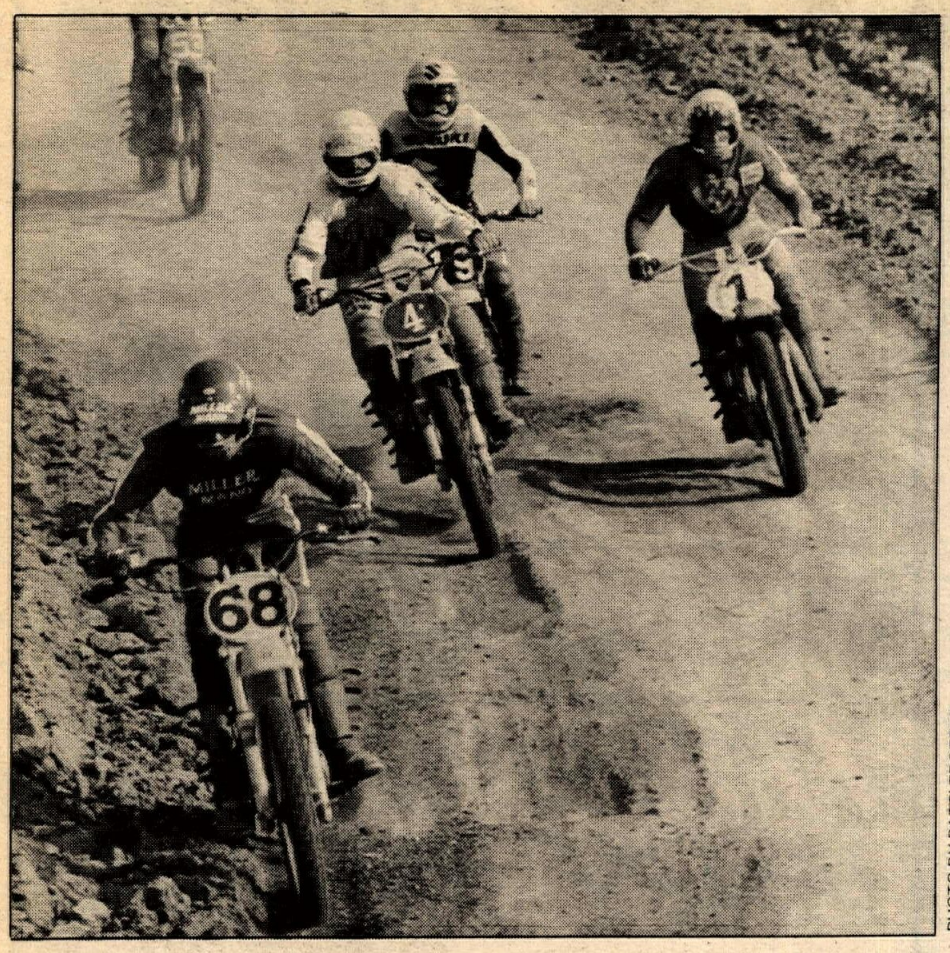
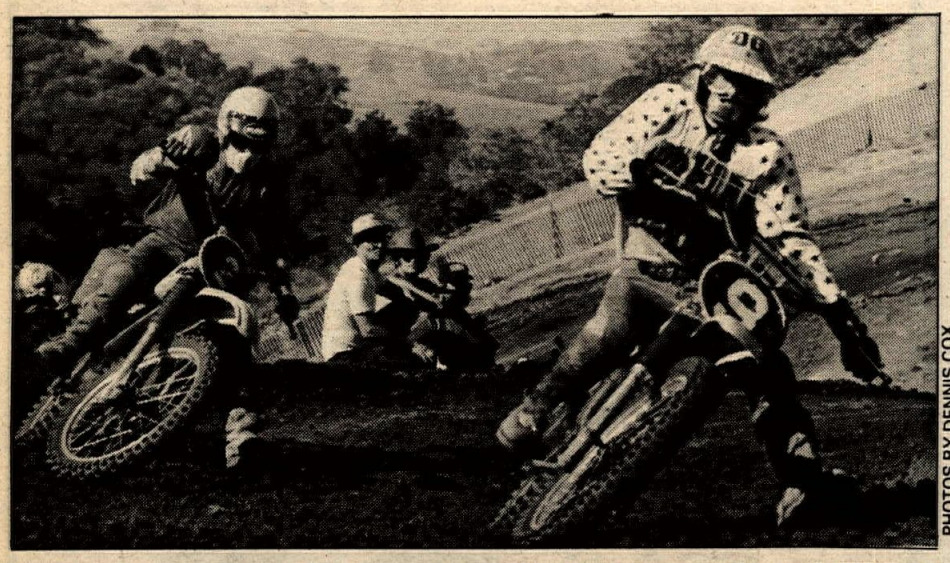


PHOTO BY PATTI TROTTER

Tim Tolar (68) holeshot the second CMC 250 Pro moto. Before the race was over, Bob Elliot (19) the eventual winner, Jeff Vidic (4) and Val Tamietti (1) went by him.



PHOTOS BY DENNIS COX

Gary Denton (9) and Willy Simons diced with, and came up short of, 125 Pro winner Gregg Toyama at AMC's $1000 MX.

Toyama, Vidic, and Elliott cash in AMC's $1000 Saddleback MX

By Danny Raymond

ORANGE, CA. FEB. 13

AMC's monthly $1000 purse race was again very successful as many of Southern California's hottest Pros came out to battle for the bucks. Among these was FMF's Gregg Toyama. Toyama seems to be fastest of all little-mentioned hotshoes, proving it by taking two straight moto wins and the 125 Pro overall win. Toyama's wins came after some heavy dicing with teammate Willy Simons (FMF Yam), Brian Myerscough (R&D Suz), and T&M's Bruce McDougal. Chuck Lunde rode to a very consistant second overall after nearly everybody but Toyama was held back by a poor moto finishing.

Bob Elliott, one of Suzuki's best, ran away with the 250 Pro win, dominating both motos. Elliott's only competition came from Ken Morgan (Suz), but only lasted for a short while. Wheelsmith's Marty Miller came up with second overall after the Saddleback track took its usual second moto toll on Pat Hubbs (Suz), and Luke Messer (Mai). In the Open Pro action Jeff Vidic smoked the first moto aboard a D&G Yamaha after early leader Mark Rodman's Maico went to the sidelines with a DNF. Bill Rubly had his hands full with Rich Thorwaldson pressuring for second. Thorwaldson finally made his way past Rubly to follow Vidic through the checkers. Rubly was down third while Robert Morino and Jeff Witherall rounded off the top five spots.

Rubly and Thorwaldson opened up the final moto and started into yet another battle. Soon after, However, Thorwaldson dropped out, allowing Vidic to take over second spot. Rubly won the second moto to assure him the second overall payback. Vidic followed in a distand second to take first overall, while Sweet Duck Suzuki's Robert Morino, Jeff Witherall, and the Bike Shop's Gary Tomczak following the leaders in that order. ●

Results in Results Section.

PHOTO BY DANNY RAYMOND

Jammin' Jimmy Weinert beat radical Ron Turner in 250 Pro at Saddleback.

Gary Semics grabs a handful

Consistent Semics wins Saturday Saddleback 250 Pro race

By Danny Raymond

ORANGE, CA. FEB. 12

By far the most power-packed race of today's Saturday Saddleback was in the 250 Pro class. Maico's "Gassin" Gaylon Mosier opened up the first moto with an early lead with Jeff Vidic (Suz), and Mike Yorba (Suz) behind. Just as Gaylon started to stretch it out a bit he fell to the ground, dropping to the very rear of the pack, and finally DNF'ing the first moto. Yorba then led until the Factory Kawasakis of Jammin' Jimmy Weinert and Gary Semics came roosting past. Weinert won the first moto with pressure from Semics. Jeff Vidic was third, Mike Yorba fourth.

Once Mosier made way around Weinert there was no stopping him in an easy second-moto victory. Again, Weinert and Semics got into some heavy dicing, but that soon ended after Weinert crashed and Semics pulled away into a very comfortable second place. Weinert remounted and finished fourth, behind Mosier, Semics, and Jeff Vidic. ●

Reid, Weinert win at Saddleback Saturday MX

By Danny Raymond

ORANGE, CA, FEB. 5

Warren Reid, Honda's 125 hotshoe, added another overall 125 Pro win to his long list. Warren smoked the first moto from start to finish while Kurt Sofka (Yam) and Tag Turner followed in second and third. Warren's early moto threat, Brian Myerscough, failed to complete the first moto. In the final moto Reid was out in front while Myerscough followed in a close second. Nearing the end of the race a lapped rider blocked Warren's line and dropped Reid to the ground. Before Reid could get remounted Myerscough had made his way into a commanding lead for the moto win. Reid was second and Arden Hardley (Hon) put in his best ride of the day to finish a strong third.

Factory Kawasaki's Jammin' Jimmy Weinert put a stop to Radical Ron Turner's endless 250 Pro wins by putting a last minute pass on Turner, late in the second moto, to take the overall. Turner had walked away with the first moto win. Maico's Bill Rubly took a very respectable third overall. Cole Brothers Suzuki Ace, Clark Jones, and Sambo's Jack Keese had a great battle of their own during both forty minute motos, with Jones coming out ahead in the end. ●

Results in Results Section.

Hughes beats Novices at Elsinore for the last time

By Andi Gangewer

ELSINORE, CA, FEB. 5

A big 250 Novice class was on hand and two heat races and two semis were run to a main event. The winners from each heat went directly on to the main event and three out of each semi followed them to the final. Jim Cessna (Suz), was first in heat one, and Tom Norris followed him on to the main from the second heat race. Only the first three riders in the semi would be lucky enough to join Cessna and Norris in the line up for the main event. Tom Hughes led the first semi and had a lot of breathing room. The battle was for third, with Ric Emmal in the fourth spot and trying his hardest to work into third and earn a place in the main, but Scott Douglas, (Bul), wasn't about to let go of his transfer spot. Hughes, Ben Meyer, and Douglas took their place on the list for the main event.

Only three riders were left to transfer to the main, and Norton Graham led the way in the second semi. Andy Bautista and John Diliaula were the final riders to make it to the 250 Novice main. In the main, Hughes maneuvered his Ossa into the front spot. Norris had the number two place, but not for long. Douglas

bulldogged his Bul into second and followed Hughes across the finish line. Ben Meyer pushed hard and eased his Yamaha on past Bautista to grab the third. It seems that the first semi riders had the first three finishing spots in the main with one switch in the second and third place finish.

Tom Hughes walked away with another first in the Special Novice class, which consists of any size bike as long as the rider is a Novice. Hughes again took up the reins and showed the others how it's done. Ric Emmal followed a not-so-close second and Bruce Windham was third, gaining steam each lap, but the checkered fell, leaving Windham in the number three position with Hughes and Emmal one and two. Moto two Hughes left the others in his dust and easily had the win. From second place on it was a blanket race for about two laps. Bruce Windham began to pull away and he left the fighting to Norton Graham and Carl Krenz. The order went Hughes, Windham, and Graham for the second go 'round.

The final race of the night was no surprise, and Hughes wheeled his Ossa into the winner's spot. Ric Emmal took his place behind Tom and Windham place third. The one Special Novice trophy went to Hughes, Windham second, and Emmal third. ●

Results in Results Section.

Turner tweaks Taylor for CMC 125 Pro win

By Patti Trotter

ORANGE, CA, FEB. 6

For two weeks in a row the CMC Saddleback crowd has been more than 400 riders strong. They came to try and get the lion's share of the $1,000 cash for Pros and $2,300 in merchandise for Juniors and Intermediates offered on this Malcolm Smith Gold Medal Gift Day. The racers were really stoked that the back section that was used for the Trans-AMA was open.

The 125 Pros got the first chance, and Greg Toyama (FMF) and David Taylor (DG) shared the holeshot. As they blasted down the start hill, Taylor aced out Toyama. Danny Turner, riding Kelvin Franks' ultra-trick, custom-built Honda, passed Toyama to take over second place. Gary Ogden was running third on a brand new FMF Suzuki, just ahead of teammate Radical Ron Turner. Midway through the moto, Gary and Ron got a fantastic dice going with Ron nudging Gary out of third. With only two laps to go in the race Danny Turner moved closer to Taylor and when he opened the bike all the way up, he exploded around David and scored the win.

In moto two, FMF's Greg Toyama again got the holeshot with Taylor and Danny Turner following. Taylor worked his way into a good lead, but faulty suspension shortened it and Danny was able to get by and open up an incredible lead for the overall. The big bucks went to Turner, Taylor and Ron Turner.

Suzuki's Robert Elliott was back after being laid up for the past two months with an injured hip. Elliott got the holeshot in the first 250 Pro moto, and ran away with it. Mike Bell (DG), Jeff Vidic (Suz) and John Smith (FMF) were looking to get in on some of Elliott's action. Smith was going WFO when he got off course and by the time he got redirected he was far back in

Dirt Talk

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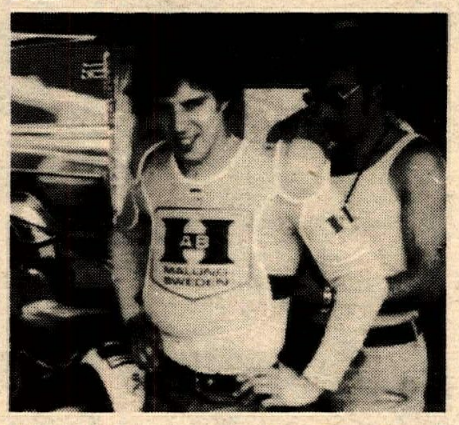
Bultaco 77 Racing News

Rich Eierstedt to Bultaco

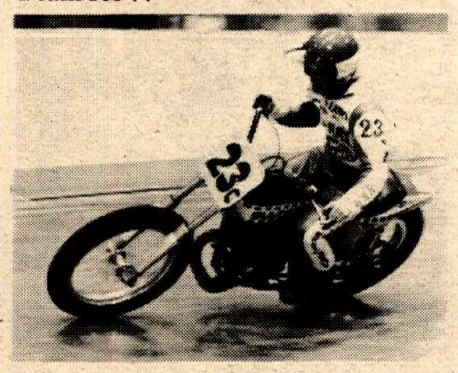
Rich Eierstedt, the latest member of "Equipo Bultaco" joins Wayne Boyer and Kenny Zahrt in an all out effort to capture the American National Championships. Eierstedt, who needs no introduction to motocross fans across the country will campaign the 250 Nationals, Open Nationals, Supercross Series and Trans-AMA, along with Wayne Boyer. Boyer suffered a setback in the form of a serious head injury during the 1976 National chase but is completely healed and ready to resume the hunt for 1977. Kenny Zahrt (The Dart), a past National winner on Bultaco, will campaign the 125 Nationals, Open Nationals, Supercross Series, and Trans-AMA. These three riders represent Bultaco International's most hopeful effort in history and should prove an unprecedented success.

Harry Everts to Contest 250 Gran Prix



The 1975 250cc World Motocross Champion, Harry Everts has signed an exclusive contract with Bultaco (Spain) to compaign the 1977 and 1978 Gran Prix Series. Everts, a slimish Belgian was a relatively unknown rider prior to his 1975 Championship season, but is now one of the few riders in the world rated with the champs to retake the 250cc crown.

Lance Jones Joins Astro Equipped Team for 77



Lance Jones, the 1976 AMA Atlantic Regional Novice Champion, has joined Guy McClure as the "Team Bultaco" short track racers for the 1977 season. A native of Gadsden, Ala., Jones won the Atlantic Regional Novice Championship in 1976 although he attended less than one half the scoring events. Jones and veteran Guy McClure represent the most competent and respected short track racers in the country.

McClure & Jones Unique Awards

A promise of things to come? Guy McClure received the award of "Tri City Speedway Champion" at the 10th Annual Banquet of Champions hosted by the St. Louis Auto Racing Fan Club. The award, accepted by Mr. Carl Chambers of Motorcycles Unlimited, was the first of its kind to be given to a motorcycle racer. At the same banquet, fellow team rider Lance Jones was presented "The Rookie of the Year" award by a University of Southern Illinois radio station. Congratulations, Guy and Lance.

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PHOTO BY DAN MAHONY

In Corona half-mile action, Mike Minnig (19), Ted Davidson (56z) and Brad Hurst all pursued Wayne Rainey — to no avail.

PHOTO BY PATTI TROTTER

Peter Wanket and Gary Ogden (48x) stare at the ground while racing at CMC Saddleback.

the pack. Mike Bell and Gary Ogden were the stars of the race as they were always just inches apart. Bill Rubly (Mai) and Tim Lunde (Mai) spent a good deal of time dicing, but when they were coming into the hairpin turn at the bottom of the Webco hill, their wheels locked and Lunde went down. Rubly set out after the leaders, only to run out of time. The top finishers were Elliott, Be Ogden, Tamietti and Rubly.

Tim Tolar was first around the first turn when the second 250 Pro moto started. Jeff . idic, on his new Sweet Duck Suzook was in second place and Elliott had ahold of third. Tolar held the lead for four laps. The back section of the track saw a lot of action today; it seemed to be the favorite place for people to pass and that's exactly where Elliott did in Tolar. The next time around, Bell passed Tolar in the same section. Val Tamietti (Mai) didn't wait too long to join the advancing pack. At one point in the race four riders were trying to take over the second place slot. Tamietti, Lunde, Vidic and Clark Jones spent a lot of energy trying to take away Bell's spot in the parade. When the checkers went out it was Elliott, Bell and Tamietti capturing the top positions. They also got the payback.

Capt'n Hook, AKA Gassin' Gaylon Mosier made the crowd smile with his Open Pro performance. Getting a dead last start, Gaylon worked his way to second in the first moto and won the second. Scott Gillman (Yam) got started first and opened up a big lead to score the top points in moto one. Richee Collins (KTM) was having a good go at holding down second until Gaylon and Rich Thorwaldson (Suz) put him back to fourth.

Gillman was credited with the holeshot in the second moto, with Tamietti, Luke Messer (Mai), Robert Marino (Suz) and Thorwaldson were next and Mosier was 11th. On the fourth lap Mosier was in third and closing in fast on Tamietti. Val and Gaylon played tag for a few laps but Mosier was looking for the bucks so he swooped by and went for Gillman. Mosier garnered first after blasting around Gillman while they were coming out of the back section onto the whoops on the asphalt-like back stretch. At the end it was Mosier, Gillman and Tamietti. The overall order was: Mosier, Gillman and Thorwaldson. ●

Results in Results Section.

Rainey collects double win at Corona flattrack

By Elaine Jones

CORONA, CA, FEB. 2

Wayne Rainey seems to come alive when the competition is stiff and he proved it at Corona when he won both Money races.

On hand was some pretty stiff competition as Ted Davidson, still riding high from his Houston Trophy Dash win, stopped by on his way home. Down from Oregon came Brad Hurst and from Livermore, Brian Thompson. Regulars Eddie Lawson, Gordie Kidd, Mike Tidwell, Steve Fortune, Danny Perkins and Mike Minnig were also in the field.

In the short track event, Rainey was off on top with Minnig in second, Perkins third and Gordie Kidd a close fourth. The northern boys were laying back with Hurst in sixth followed by Jay Lewis, Davidson and Brian Thompson. The front four were holding and Davidson was trying to move through traffic. Lewis went out with problems on the seventh lap and Davidson got by Hurst which put him in sixth. When the flag fell it was Rainey all the way with Minnig in for second and Danny Perkins holding off Gordie Kidd for third.

The half mile was an instant replay for Rainey as he was off in front. This time Davidson settled into second and started to put the pressure. Tidwell ran third for two laps before Lawson got by. Rainey was still holding, riding Hank Scott's Shell bike that is for sale and giving the spectators a fantastic show. On lap 12 Davidson tried to make a move on Wayne coming out of turn four and came pretty close to losing it. Fortunately all he lost was time and a chance at first place. Eddie Lawson was third and Gordie Kidd fourth.

Davidson didn't go home completely empty-handed as he picked off Steve Fortune and Brad Hurst to win the Open Expert half mile. He also collected the gold in the 250 Expert short track where Dylan Neihart and Brian Thompson followed him home.

Neihart picked up the win in the Open Expert short track, leading from start to finish with northern visitor Billy Brooks in second and Dave Johnson third. Danny Perkins held a nine-man field at bay to win the 250 Expert half mile. Jay Lewis held on to second for three laps before his bike went sour and Brian Thompson and Stan Kinsey got by. ●

Results in Results Section.

John R. goes off the track; Miller wins Old Timers MX

By Betty Bird

TRABUCO CYN., CAL., JAN. 30

Racing on Escape Country Racing World's revamped track, John Rice dominated the first moto of the Old Timers MX Association Masters class. But on the white flag lap in the second moto; Rice flew off the track! Ron Miller, a new member from Bakersfield who had been right behind Rice in both motos, also went off the track, but got back on in time to win.

Doug Archibald won the Expert class with a two-moto sweep, while Dick Mosely topped the Amateurs. Jerry Wahl continued to win in the Novice class with his Rokon, beating Don Edlund and new member Myles Addy. ●

Newcomers at De Anza hillclimb; virgin hill still chaste

By Ann A. Powell

SUNNYMEAD, CA, FEB. 6

It doesn't take long for newcomers to get turned on to the thrill of going up a virgin hill once they get the hang of it. Bob Reed had made the trip from Needles to DeAnza for three hillclimbs, and if he wasn't a confirmed climber before, he is now.

Reed was a rank amateur, but he found his spot in the DeAnza 250 Beginner class, setting his high mark 24 feet higher than his nearest competitor and heading back to Needles with the first place brass. Reed was pleased with the performance of his Yamaha, and more than a little thrilled with the showing he had made. Husky-mounted Ray Asaro, second in the Beginner class, is determined to be the next rider to "win his way" out of the Beginner class.

Other Beginners managed to do well, although they were handicapped in that there were no other classes established for Beginners. Perry Edwards, who has been climbing for only a few months, took the win in the 125 Stock class, and his competition included top riders in that division. Joe Graper, a former hillclimber who has been out of action for nearly two years, made a fine comeback by walking away with first place in the very competitive 360 Stock class. And Joe's young son, Mike, gave hillclimbing a good try by setting a second high mark in the Mini class, a short distance behind winner, Gary Thorton.

The other classes were dominated by the "old timers" of hillclimbing, such as Kerry Peterson, who kept up his domination in both the 400 Stock and the 400 Modified classes on his Maico. He also managed to beat out the competition for wins in both the 250 Stock and 250 Modified classes, this time on a Harley.

DeAnza had opened a new hill again today, and with the possibility of winning $100, the action centered on the big bikes, the only ones that seemed to have a chance at getting over the top.

Today's win went to Neal Mackel, the "winningest" rider in the Open class. Mackel was one of the men who had put up the money that would go to the first man over the top. If he could be that man, he'd be out only his entry for the day. If someone else got over, his two rides up the hill would cost him more than $100.

But, Doug Hall, owner of DeAnza, had done a good job of picking his hill. Not even Mackel was to get over the top this day. Mackel did manage to set the high mark, 312 feet, but even that was a full 30 feet short of the crest. Second place went to Bill Correll on a 650 Triumph with a footage of 266 feet, with third going to another 650 Triumph ridden by Ron Saffle, who went 261 feet.

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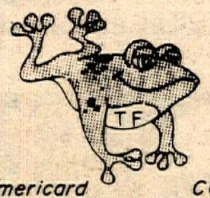

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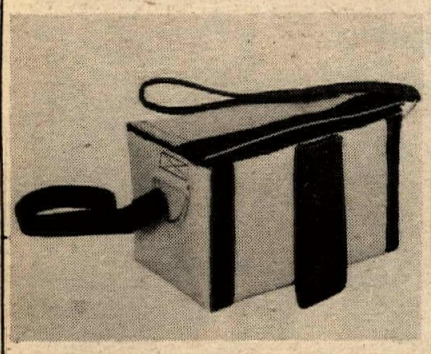

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PHOTO BY RON SEBASTIAN

Craig Adams (17) sets up to take the SRA Carlsbad GP Open class win.

Mackel's Open class win set the high mark for the day and gave him the top eliminator brass as well as his class. The money? Well, that will still be riding with some future lucky biker at next month's climb. The first two men over the new hill will each go home $100 richer. ●

Results in Results Section.

Team Honda sweeps AMC Carlsbad MX

By Stewart Vandermark

CARLSBAD, CA, FEB. 6

Team Honda let loose a devastating blitzkrieg of speed upon the local professionals at the American Motocross Club (A.M.C.) race at Carlsbad Raceway in the 125, 250 and Open Pro classes.

Newly signed by Honda, Warren Reid (Hon), looked to be a sure bet for taking top honors in the first moto of the 125 Pro race until he dropped it in the first turn. Reid, coming from dead last place, had to crank it on as though his life depended on it for him to finish first over leader Brian Myerscough (Suz) and by the fourth lap managed to force himself into second place with the distant Myerscough slowly losing ground. Within three laps of that point Reid had managed to overtake Myerscough and head on to the checkered flag without the slightest pressure from anyone.

In the second moto Reid made sure not to make the same error as in the first moto. From the drop of the gate to the finish flag he was untouched and took the overall win. Myerscough finished a distant second which earned him the second overall, with third overall going to Curtiss Tyree (Hon).

In moto one of the 250 Pros it was a battle between Team Honda's Marty Smith and Harley-Davidson-sponsored Marty Tripes. Tripes took the lead with Smith chewing at his rear fender for about five laps until he managed to slip under him when Tripes' rear tire went flat and he dropped to tenth. Smith smoked on to an unchallenged first. Second went to a hard charging Nelson Whitehill (Hus).

Just because he had bike problems in the first moto, Tripes was not about to give up his race with Smith as he demonstrated by taking the lead in the second moto all the way to the finish with Smith a close second, but not quite close enough. Smith still took the overall win. Tripes could get no higher than a fourth overall behind Whitehill and Richard Kastner (Bul) for the day.

The Open Pro race was a clear runaway on the part of Team Honda's Tommy Croft with two first place finishes. Second overall went to a determined, but not quite fast enough Jeff Witherall (Mai) who was one point up on David Gerig (Suz). ●

Results in Results Section.

SRA Carlsbad Grand Prix

By Ron Sebastian

CARLSBAD, CA, JAN. 30

The SRA's first 1977 point run produced some big races as the Carlsbad GP course hosted the second annual SRA GP. The day's schedule got off to an extremely slow start as several hundred riders lined up to get their new competition licenses (forgetting that the mail is much easier). Other more punctual chaps got a longer than usual practice session to further their weekend education, and for some it was a good thing as SRA had added much new land to the usual cross-country sections of the raceway.

The 250s started the parade with the Experts bunched up at the MX course entrance. When they hit the other end it was San Diego's Mike Stearns with a slim lead over Wayne Martin (Hus), and perennial leader Lars Larsson (KTM) in third waiting for a mistake. Stearns DNF'd with mechanical worms at mid-race. Martin opened the lead and lapped all but five other riders for an easy win. Larsson never saw any errors and had to settle for a distant second.

Niki Kellogg (Hon) nearly pulled the upset of the day as she started in the back row of the combined 0-110 and Women's Division. Adam Padilla (Hon) had decided to compete in the 100 class for '77 and opened up an

unbelievable lead after two laps. Kellogg's little Honda started to fly and lo and behold there she was in the lead! She had opened up a 300-yard lead when both she and Adam were sidelined with about two laps to go. Worms again! Ron Rossetti (Hod) had been watching the whole procedure and all of a sudden found himself in the lead for the win.

The Open bash pitted Craig Adams (KTM), Goat Breker (Yam), and W. C. Thornton (Suz) in a see-saw battle that saw the lead change three times and eventually the finish in that order.

In the Senior race, while Thornton led almost a clean sweep by Suzuki, spoiled only by one lone, little, shrill-shrieking 125 Honda piloted by Adam Padilla, who stayed in second place for the entire event.

The Sportsman Racing Association is now requiring a competition license of all riders in 1977. ●

Stubby Steve beats Aardvark in OTHG MX

By Bang Bang Bobo

TRABUCO CANYON, CA, JAN. 30

Hosted by AMC, the Over the Hill Gang slipped onto the hard n' fast track of Escape Country. Dippy Del tried but he couldn't get his Aardvark *(Aardvark??? . . . Ed.)* to go fast enough to beat Stubby Steve (Yam) who won the Expert class.

The Amateurs shared the track with the Experts. Doper Dave (C-A) won the first moto, but Beautiful Bruce (Mai) was first overall when he won the second moto.

In the Intermediates, Ruptured Rusty (Suz) burst into first place in the first moto, acing Miss Mike (Bul) out, but Flippin Fred (Hus) went 3-2 to win overall ahead of Rathole Rocky (Yam) and Lewd Lou (CZ).

Du Du Dan (CZ) won both Novice motos to take the gold. Beaver Ben (Hus) showed he still had it when he took second place away from Lizard Lou (Hon), who was playing catch-up.

In the Beginners, a very much improved Jerryrig John went 1-1 to win. Lumpy Leon was second and Boxcar Bob tailed into third. ●

Results in Results Section.

Tamietti tops SSM motocross

By Danny Raymond

ORANGE, CA, JAN. 29

Wheelsmith's Number One local plate holder, Val Tamietti, swept through two straight moto wins to take the overall Open Pro win during Saddleback Saturday Motocross action. Tamietti's win came after early moto battles with John Barcevic (Suz), and Ric Housel, who was doing a fine job in his first Pro race.

FMF's Radical Ron Turner opened up the first 250 Pro bout with the first lap lead, while Mike Yorba, T.J. Warren, and Jeff Vidic filed in behind. KTM's Danny "Magoo" Chandler came up on the leaders but dropped out of contention after a couple of minor spills. Turner went into a confortable lead and won. Orange County Suzuki's Mike Yorba followed in second while Wheelsmith's T.J. Warren took third.

PHOTO BY DANNY RAYMOND

Mike Yorba (C2) passed Ric Housel on his way to second in the first SSM 250 Pro moto.

Cole Brothers' Clark Jones holeshot the second moto while Jeff Vidic, Magoo Chandler, and T.J. Warren pulled away from the pack. Ron Turner, suffering from a poor start made his way through the pack, picking off rider after rider to finally take the lead after nearly three-quarters of the moto. After Turner got way past Jones, Vidic did likewise. Jones held onto third with Andy Kirker (Suz) and Rick Rasmusson rounding off the top five finishing positions.

Results in Results Section.

Webster wins S.C.T.A. fun and mud trials

By Paul Oswald

TRABUCO CANYON, CA, JAN. 30

The Southern California Trials Association hosted a genuine fun and mud trials at Escape Country, complete with hub

Western

deep mud. The emphasis was on fun so SCTA laid in an easy loop and simple sections that even had the Experts paddling.

Everybody rode the same sections except for the Beginners and Kids who were excluded from sections two and nine. Section two was laid in wet gully, which the riders had to cross, make a U-turn then jump into a wheeldeep mud hole, jump a log in the middle of the mud hole, another U-turn over the same log and out the exit. Number nine was a tricky off camber between the cactus.

In the Senior class Marv Russel was number one with Joe Goodson runner-up. After watching these guys paddle through the mud, they deserve a beer and a back rub. The Kids were blown out of the mud by little John Schoonmaker finishing 33 points ahead of Darryl Stone. One kid had his mini Yamaha buried clear up to the tank in the mud.

The beginners had a time of it, lots of paddling and pushing were the order of the day. M. Grant had some real nice rides to win the class over Don Corriveau. The show place went to Dan Waltz on his tiny Montesa 123.

In the Novice class Paul Oswald was the winner with Phillip Chandler close behind. The wonderful Martin Argo, SCTA Vice President finished third Novice. In that class the competition was very close, as Chandler and Argo tied with 28 points. The tie was decided on cleans 23 to 20. The Amateur class winner was Don Smith. Gil Smith (who is not related to Don) placed second.

David Webster dominated the Expert class with brother Mark in second. Everybody enjoyed the trophies which were plaster plaques depicting a trials rider complete with tongue and rocks. Credit for the trophies goes to Carol Stone who hand-painted each one. All the riders got real messy and had lots of fun, that's what it was all about. ●

R.A.C.E. Saturday HSMX to Charter Oak, 125s out in force

By Elaine Jones

CORONA, CAL., JAN. 29

Charter Oak entered the Inland Empire Motocross League with the overall team win. Yucaipa, with Brian Myerscough playing the workhorse, claimed second by one point over Cajon.

Charter Oak started right off taking first and second in the 100cc Novice. First place Richard Belanger made it three for three. Teammate Ryan Dow didn't have it so easy as he was tied with Cajon's Darryl Lumbattis going into the final round. Attrition problems struck down Darryl giving the second to Ryan.

The 125cc Novice fell to Charter Oak next. Gary Vinson had a grand slam but this time Cajon rider Bill Easley nailed down second. The final win for Charter Oak was garnered by Dave Wentz in the 250cc Intermediate.

Brian Myerscough added the victories for Yucaipa as he picked up the 100cc Senior over Steve Dahle of Charter Oak and the 125cc Senior. Troy Manning of Cajon picked up his team's only win of the day as he held off Greg Severnson of Charter Oak in the 125cc Intermediate. The 125cc riders were out in force in the regular program, starting with ten eager Beginners. Scott Manning went three for three.

Larry Clark started with a second in the 125cc Junior but moved upward from there picking up firsts in the next two. Alan Skiles was not quite as lucky as he watched his first fade away to third with the onslaught of Paul Schlosser who ended up second.

Vincent Gonzales and Philip Taboada battled back in forth in the 250cc Intermediate. In the first moto it was Philip wire-to-wire with Vince second. Moto two saw Vince turn the tables as he led it from start to finish with Phil second. In the third moto it was Phil's turn to win even though Vince led it for one lap. Phil made his pass on lap two and went on to take it by one point. ●

Results in Results Section.

Hemet at Elsinore TT: Bowles triumphs

By Andi Gangewer

ELSINORE, CA, JAN. 29

It seems the whole city of Hemet was up for the Elsinore night TT scrambles. We even had a Hemet Cycle Center race. Jeff Gillis led the way in the first moto and looked as if he would win, but Jeff Bowles and his 250 Bultaco began to really put the pressure on. On the final lap Bowles turned it on and brushed past Gillis on the sweeper. Dr. John Elehart was right behind Gillis and it was a blanket finish.

The next Hemet race changed everything but the first place finisher. Lee Midgley wheeled his 250 Honda into the lead. Lee tried his best to hold off Bowles, but Bowles again took the win by the skin of his teeth. Terry Carter was doing great the first half of the race, but little by little riders began to take over. Ric Emmal worked his way into the number two spot. Lee Midgley was third.

The final moto looked liked World War III. Ric Emmal just barely kept a hold on his lead. The pressure was mounting from behind, from an unwelcome #9 who was not entered in the race but somehow found his way onto the track and finished first. Ric received the first place points, of course. Bowles couldn't seem to get around Emmal and second was the best he could do. Bowles took the first place trophy, Ric Emmal was second and Terry Carter finished third.

Three Novices and three Amateurs joined together to form a 100 Combination class. Lane Steeber, a Novice from La Habra led the race for one lap before Ken McIntire took

"That's me on the left with my Hodaka Super Rat. On the right is Charlie with his Super Combat."

over, where Lane left off. Lane was a close second, holding Eugene Brown, another Amateur, to third. The next two races followed the same pattern, with Steeber getting the holeshots and McIntire winning. Steeber did stay in for second overall. ●

Results in Results Section.

Denton Bounty still unclaimed, North High roosts HSMX

By Elaine Jones

CORONA, CAL., JAN. 28

The second Bounty Hunt on Gary Denton went down in the books Friday night, and Denton emerged again victorious. The 125cc Pro and his DG prepared Honda walked away from Dave Eropkin, Dave Williams, Paul Ballow, Marty Wolford, Kenney Jones, Rick Allsup, Steve Bauer and Darrell Ritchey. The first moto saw him off on top and never in any danger as he gave everyone a guided tour of the Corona hillside. Steve Bauer also mounted on a DG prepared Honda was home second. The second and final moto caught everyone's breath for an instant as Gary got off fourth, but by the first turn he was where he wanted to be — in front and running away. Bauer was again second. The R.A.C.E. promoters, feeling very confident in Denton's ability are talking about upping the ante .

North High School of Riverside, League champions for three straight years, totally dominated the HSMX program tonight. So bad was the sweep by the powerful North team that of the 34 places up for grabs, North riders claimed all but four.

Montclair was the only thorn in North's side. Mike Johns of Montclair had the audacity to go out and win the 100cc Novice Class with a 1-1-1. Toby Maynard of North fought it out with fellow teammate Dennis Wooldridge for second beating him by three points. Matt Tedder claimed the only other Montclair win as he had a clean sweep in the Open Novice. It again was a North rider, Larry Auck, nipping at his heels all the way and Dennis Wooldridge claimed another third for North. Chris Wright of Montclair had his problems but still broke up the North triple crown by finishing third behind 125 Intermediates Wade Hodge and Fred Facchini

Alan Widrick started out slow in the Mini Class but picked up speed and put together two thirds with his little Kawasaki to claim the only other spot that North didn't have thier name on as he finished third overall. Toby Maynard and Marc Madore of North were one, two.

The rest of the night belonged to North. The girls led things off as Cathy Franks lost a heartbreaker to teammate Karen Bergkvist in a tie that saw her two firsts go down the drain when she dropped to third in the final moto and Karen added a first to her two seconds to take it all.

The 125cc Novice Class fielded a large group but the three North boys grabbed it all from Apple Valley, Bloomington, Montclair, and Chaffey. Stephen Riggio showed his fellow teammates Terry Franks and Dan Baker the way home. ●

Results in Results Section.

Lawson sets record, gets revenge

By Elaine Jones

CORONA, CA, JAN. 26

Eddie Lawson, still smarting from a double defeat last week on his home turf was ready to take his revenge and how sweet it was. In the Open Expert Half Mile he squared off against Dan McWhorter, the one who had claimed that class from him. It was Lawson's from the start as he got the shot off the line with Dylan Neihart second and Dean Sykes third. McWhorter was at the back of the pack trying to get through traffic. It took Dan four laps to work his way past Jim Redding and Jim Vendley; another two got him around Dean Sykes and he was in third. Neihart made a valiant effort to hold Dan off, but at turn one on the white flag lap, McWhorter powered by to collect second. Meanwhile, Lawson had vindicated himself.

The Money race was on the line and Eddie Lawson went out fast determined to put some distance on the field. Mike Minnig was in second with Gordie Kidd and Mike Tidwell holding down the three, four spots. McWhorter again was off slow and bike problems took him out. Lawson lowered his own track record from 22.35 to 22.24 and hanging on behind him it was still Minnig, Kidd and Tidwell. On lap three Tidwell got by Kidd and went looking for Minnig. On lap six he got him. Kidd then went out with mechanical difficulties and not too far behind him Sykes and Leipold were done. At the end of 20 the survivors were Lawson, king again, Tidwell and Minnig.

Mike Tidwell took home the dough in the Money TT. It was a drag race between him and Kidd to the hairpin but Mike went in a little bit hotter. Gordie settled for second with Dylan Neihart third. The 250cc Expert TT and Half Mile also went into Mike's pocket.

The night was loaded with double winners starting with Darren Hulbert in the Mini Division. Eddie Tafoya claimed both 125cc Novice goes and first time racer Doug Yarnell ran second. Todd Brown had Steve Karsten and Terry McCreery follow him home as he collected a double win the 125cc Amateur/Expert class.

Robert Callaway, who hasn't rac ed for a while at the Corona track, showed up and ran away with both 250cc Novice classes. Mike Moon decided to give flat track a try again and edged out Greg Johnson to take the Open Novice TT. Jim Redding had a bit more difficulty claiming the Amateur/Expert TT but by the time Dean Sykes and Dylan Neihart got finish dicin' back and forth the win was Redding's and Dylan had taken the second away from Dean. ●

Results in Results Section.

"How Hodaka helped me lose 650 cc's

(. . . and find the real fun of cycling.")

How?

"Like a lot of people who get into cycling, I went the big bike route for a while. Enjoyed that — until the novelty of beating sports cars away from the stoplights wore off. Finally had to admit to myself that for me, owning a big street machine just wasn't worth the big investment in money and time.

"Didn't know what to do after I sold that bike. Even thought about getting out of cycling altogether.

"Then one day my buddy Charlie bought himself a new Hodaka 125 Super Combat dirt bike. I kidded him about getting a 125 because he's pretty big. But he just smiled and told me to try it out.

"As soon as I sat on the bike I knew it was different from other lightweights. It *felt* different. Not heavy, but *solid*, like a bigger bike. And when I put it in gear and took off, I thought the factory must have put a 250 engine in it by mistake! I never knew how great off-road riding could feel on a machine that really handles.

"Well, the next day I went out and bought my own Hodaka — a 100 Super Rat. As far as I'm concerned, it's as close as you can get to pure fun. It's more hassle-free than I figured *any* bike could be. And at the prices they're selling for this month, I'd be crazy to have anything else!

"And you know, I never miss those 650 cc's I lost."

The Hodaka Philosophy

At Hodaka, we've noticed off-road riding has really opened up, and more people are including it in their outdoor activities. We're glad they're discovering the fun of a sport that's been our favorite for 12 years.

That's how long ago we set out to develop the Ultimate Trail Bikes. We set up operations in the small town of Athena, Oregon, site of the National Bad Rock 2 Day Trials and smack in the middle of every conceivable kind of off-road terrain you might run into. Cow trails. Forested mountains. Open dirt roads. Rocky streams. You name it.

We've put a lot of miles on Hodakas around Athena. And made a lot of design improvements based on what we've found out. What we've arrived at is a group of exceptionally *refined* off-road performers that still have all the virtues of simplicity. Only one plug to change. No multiple carbs to synchronize. Parts that don't cost a mint. And ease of maintenance that's designed into every bike we build.

Now we'd like to introduce you to this month's very special offer on two very special Hodakas: the 100 Super Rat and the 125 Super Combat — the High Performance Adult Trail Bikes.

The Motorcycles

Don't let the racy good looks fool you. These aren't tweaky, high-strung mounts designed to go like hell for an hour and then be torn down and rebuilt.

What they are is a happy combination of race-bred performance and handling plus traditional Hodaka reliability — all tucked into tall, tough, man-sized frames that are more reminiscent of a 250 than the 100's and 125's you're used to seeing.

The Performance

From the minute you first sit on one of these machines and snap the throttle open, you'll know these are no ordinary lightweights. The exclusive Hodaka Alumiferric engine has amazingly quick response and gutsy performance over a wide RPM range. And it's coupled to a 5 speed gear box that lets you pick your ratio for any kind of terrain and any kind of riding.

But don't take our word for it. Check the record Hodaka has piled up in competition. Not only have Hodakas won hundreds of national and international events, but the same basic engine and frame have won all *kinds* of events. Motocrosses. Scrambles. Hill climbs. Trials. Even road races!

Like we said, not ordinary lightweight motorcycles.

The Reliability

In November of 1972, big six foot, six inch Frank Wheeler rode a Hodaka 125 all the way around Australia — 10,000 miles — in 21 days! Man, machine, and 200 pounds of gear averaged an incredible 475 miles a day over the rugged terrain. That's 2 or 3 *years* of average use squeezed into 3 weeks! Not the sort of punishment most light bikes take kindly to. But then, most bikes aren't built like Hodakas.

The extra quality that starts in our advanced power train carries right through to every detail of the Super Rat and Super Combat. Take the rear suspension, for instance. Its light alloy shocks have cooling fins to prevent fade when you're loaded down and in a hurry.

Full knobby tires are standard, too. So are super-strong alloy rims that are light in weight to get you over obstacles easily. And don't forget the folding, enduro style footpegs. A braced chain guard. Unbreakable plastic fenders front and rear, with front mud flaps. A responsive progressive-action throttle that comes on smoothly from idle to full bore. Improved brake linings. And lots more.

Something Special—On Special

We hope you've gotten the picture that the Super Rat and Super Combat are very special machines. Now get hip to the other half of the story — the price. Because for a limited time, these high performance trailers are on sale at prices you'll have to look twice to believe — just $519 suggested retail for the Super Rat and $549 suggested retail for the Super Combat! (West Coast P.O.E.)*

If you've been considering a 250 dirt bike, you know a good one will cost you around twice these prices and possibly a lot more. Think about that for a while: two great bikes for the price of one. Then think about the things you can do with two bikes that you can't do with one.

Because if one Hodaka is a great investment in fun, two Hodakas can compound the rewards!

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Control and traction are the result of the motocross features in each of these motorcycles. Forward-mounted five-way adjustable thermal phase rear shocks allow better handling and more rear wheel travel. Long travel front forks, larger front wheel and greater ground clearance contribute to precise cornering and easy handling in rough terrain. And, a center-mount exhaust system, tucked away through the narrow tubular steel frame, is protected from off-road obstacles.

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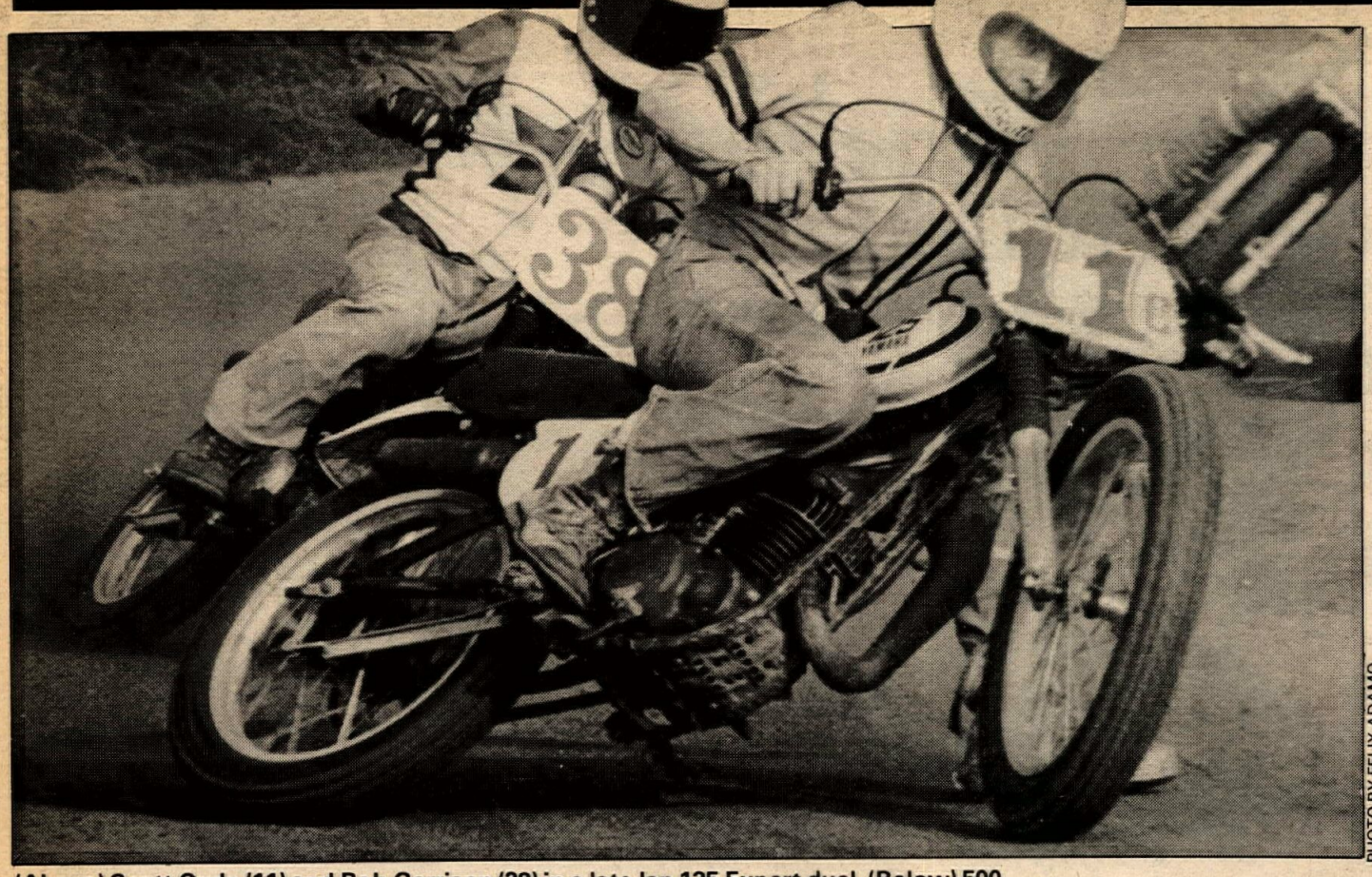

PHOTO BY FELIX ADAMO

(Above) Scott Cude (11) and Bob Garrison (38) in a late-lap 125 Expert duel. (Below) 500 Novices learn to trials-ride downed motorcycles at Spinners TT.

PHOTO BY FELIX ADAMO

Chuck Sun (21) went around Tom Bevaart at Puyallup.

PHOTO BY SUE SYKES

PHOTO BY SUE SYKES

They call Larry MacKenzie "Super Mac."

Young edges Sturgill at Finish of D-35 TT

By Cosmic Cat & Co.

PORTERVILLE, CA., FEB. 6

Not only did a larger than usual class of Open riders show at the Spinners AMA D-35 TT, but the thundering big bores also provided one of the better races of the day. The action started early behind leaders Bud Sturgill (Yam) and Bob Stafford (BSA) as Rick Villaneva (Yam) stole third from Bob Young on lap one only to crash a few seconds later. Young started closing on second place Stafford and took the position in the sweeper of lap two. Final lap, and Young was now closing on leader Sturgill. Side by Side through the sweeper, Young pulled ahead and edged out Sturgill at the line.

Steve Lopez (Yam) ran away from his competition en route to the 100cc Novice iron. Todd Copley (Yam) was second, and fast-closing Don Turner was third.

With all but two riders on the penalty line, the 200cc Expert main was finally off and running with Lee Pritchard (Yam) in command. Bob Merriott (Yam) occupied the second slot but right along side was Brad Helton (Yam), who moved into second on lap two. The radical-riding Helton failed on several pass tries on lap three and experienced the same bad luck on the final lap, following Pritchard to the checkers by only a half a bike lenght. Rodger Lady (Yam) stung Merriott for third, also on the last lap.

Boyd Timmerman, Richard Podergois (Yam), and Marty Brown juggled the 125cc Novice lead around for three laps until when Timmerman decided to take charge for keeps and went on to the win. Brown and Monty Greer both got by Podergois on lap four to finish second and third.

The probability of one rider being dominant in the 125cc Expert ranks is still up for grabs as Scott Cude (Yam) was the top man this week. Cude did receive some pressure from second place man Bob Garrison but it wasn't enough to keep the Yamaha pilot out of the winner's circle. Rodney Sullivan (Yam) fought up to third the hard way, coming off the penalty line.

Results in Results Section.

Super Mac and Sun shine at Puyallup Winter MX

By Sue Sykes

PUYALLUP, WA, FEB. 6

In 250 Pro action Super Mac MacKenzie put up a 2-1 for the win, and they're still talking about the other positions. First moto winner Mark Gregson out of Kaw City was protested down to a fourth in the second moto but still held on to second overall. Gary Potts (Suz) posted the protest — stating he was pushed off the track in the right back turn. Potts was awarded a second in moto two and third overall.

Chuck Sun (Hus) led the Open Pro competition with a clean 1-1 win for G and N Cycle Mart. Winter Series points leader Mark Gregson (Kaw) put up a 5-2 for the second spot.

Yamaha-mounted Joel Straub of Kent scored a moto 1-1 for a Mini Junior overall. Straub has earned half the necessary points for Expert classification just one month into the racing year. John Spooner (Yam) with a 2-3, took the second overall. Terry D. Baker from Springfield, Oregon got mixed up in the crowd that stopped to check out the tower jump on the opening of moto one and scored too far down to get it together. Baker came back with a second place ride next moto.

Lee Voss on a Paulson's Suzuki rode 3-1 for top 125 Pro. Voss passed "mild mannered" Marv Sykes in both motos — giving Sykes a 4-2 for second overall. First moto ace Super Mac Larry MacKenzie was way back on the second start and kept clinkin' away to a moto sixth for fourth overall on his Canadian Yamaha. Ed Davis (DG Honda) out of The Berm put a 2-5 together for third money. RPM mounted Buck Murphy set up a 10-3 for fifth. ●

Results in Results Section.

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NORTHERN DATELINE

PHOTO BY LEE TAYLOR

Mark Gambetta (5) and Parry Klassen dueled in 250 Pro at Sprockets Pk.

Klassen wins hard fight at Sprocketts

By Lee Taylor

BAKERSFIELD, CAL., FEB. 6
Parry Klassen, riding a KTM for Fresno Cycle Center, took first over-all in 250 Pro with a hard fight on his hands. Out to get his share of a $1,000 purse, he finished his first moto in first. Back on the line for the second, Billy Payne set up a lead over Mark Gambetta (KTM). Gambetta immediately went to work, closing in on Payne. Jim Hale, (Mai) was right on Gambetta's tail and wouldn't budge. First, second, and third place riders were less than a half bike's distance from each other. Gambetta and Hale were side by side coming up out of the gully. These two were unreal! Gambetta would get by Hale and Hale would pick it back up again. Meanwhile, Klassen was moving up in a fantastic come-back to third. On the white flag lap Gambetta picks up first and Donnie Hansen (Maico-C.M.S.) has moved into third. Coming down the straight-away in for the checkered flag Klassen and Hansen are side by side for a photo finish. First over-all went to Klassen, second to Gambetta and third to Hansen.

Bobby Jones (Hon-C.H.), after a super winning ride in the first 125 Pro moto, came back in the second moto starting out in fifth. Doug Nicol (FMF) grabbed the hole shot and set out to do some fantastic riding. Jones, setting himself up for passes, starts moving up alongside Dave Eropkin (PK). These two had a battle for third place that was unreal! Finally, on the straight-away, Jones gets by and goes after Cliff Lett. Bill Joyce, (CH) moves on Nicol. Jones gets by Joyce for second and goes to work on Nicol. Jones and Nicol take the jump side by side and Jones gets by in the following turn. Joyce and Lett move up and pass Nicol. As Jones starts lapping, Eropkin gets by Nicol. The checkered waves Jones home first overall.

In the 125 Junior race it was a battle royal between Kirk Sturgeon, (Hon) and his Aircone teammate, Greg Taylor (Hon). In the first moto, Taylor took the hole shot and had a fight on his hands holding Sturgeon off, down to the last half of the last lap when Taylor went side-ways and Sturgeon got by. The second moto, Taylor ran into trouble on the first turn and started in sixth. Sturgeon was running second and Bill Sekeres on a new Suzuki, also riding for Aircone took the holeshot. Sturgeon, hot on Sekeres tail, recovered first. Meanwhile Taylor was moving up through the pack and got by Sekeres, but can't get close enought to Taylor in time for the checkered flag. ●

Results in Results Section.

57-year-old E.C. McVey stuffs it inside a youngster in the mud at Cycle Land Speedway, Chico, Calif., Feb. 6.

PHOTO BY E. W. DOMINIE

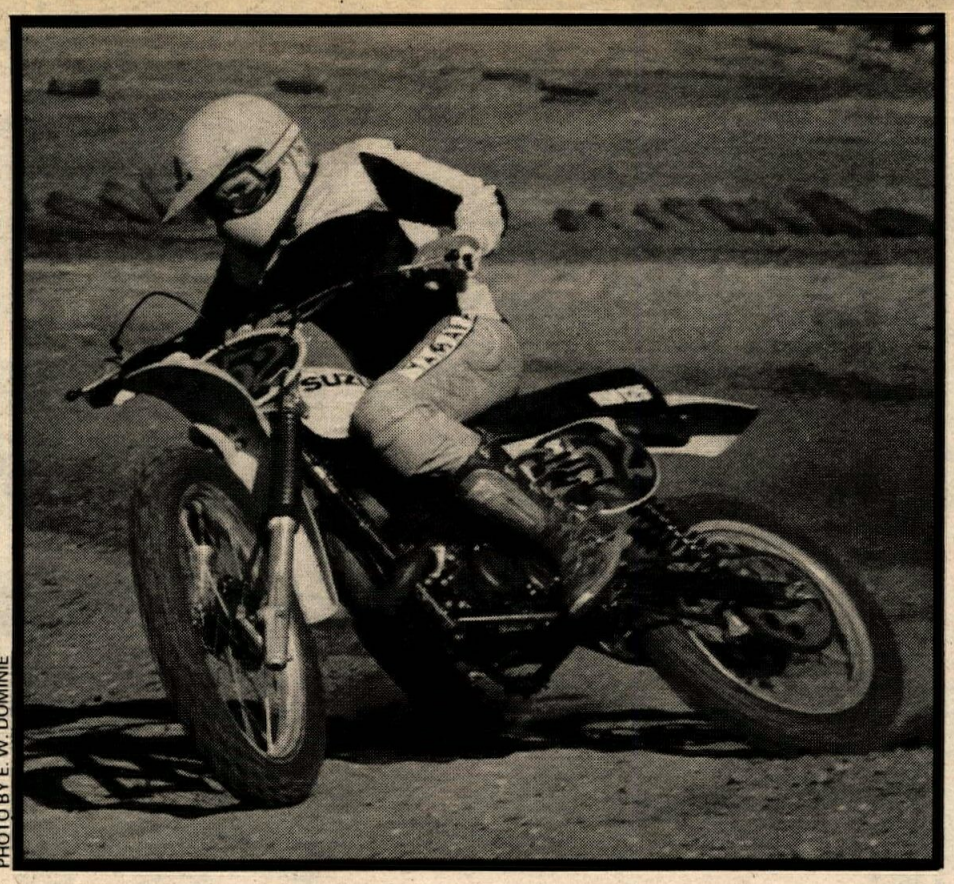

PHOTO BY E. W. DOMINIE

George Bauder crosses it up at Cycle Land Speedway in the 125 Intermediate/Expert class race.

McCormick does it at Asbury MX

By Chuck Iken

ALBANY, OR., JAN. 23
Mike McCormick left his 100 Yamaha at home and loaded a new 250 Suzuki up along with his 125 Yamaha, ready to go racing. In the 125 Intermediate class, Mike rode like he always does in this class, dominating it and later riding to a win in 250 Intermediate.

Keeping the day interesting was the local shoot-out between Robby Watilo (Yam) and Curly Lambert (Yam) two of the fastest mini throttles in the Northwest. Curly got the scratch, but Robby moved closer each turn. Curly gains a little in the stretch but Robby goes tighter into the turns to win.

Both of these characters pulled off the track after the Mini motos and rode them right over to start the 100 class. Tough riders, these kids. ●

Results in Results Section.

Backwards action at Action Raceways

By L. Moore

CORNING, CAL., JAN. 31
There was quite a change at Action Raceways for this time the track was run backwards, making more of a challenge for local people and break for those new to the track.

The 100 class had some new faces and local favorites were not in the winner's circle. Danny Dugan from Eureka (Yam) won both motos, and Jerry Smith was second overall for the day.

In the 125 Intermediate class, a local Redding rider Lance Lollar (Suz) put everyone on their toes. Dale Castleman (Yam) was first in the first 25 minute moto, then Lance took first in the second moto, for a first overall. There was a close race for second in that moto, Danny Villopoto (Yam) losing to Dale Castleman.

Tad Gumbmann (KTM) Open Expert was a winner again for the day, with Mark Matteisen down from Oregon (KTM) taking the 250 Expert. Matt Coleman (Yam) from Fortuna was the 125 Expert winner. All rode 30 minute motos. ●

Results in Results Section.

Dick Mann wins Open Expert moto, loses overall at Sandhill Ranch

BRENTWOOD, CAL., JAN. 30
Tom Anderson had a new track on Sunday. The weather was chilly, but that didn't slow the fast pace set by Dick Mann, winning the first moto in the Open

Expert class. Bobby Sullivan took first overall when Mann had mechanical problems. Skip Ortner was first 125 Expert.

Donny Smith came out of retirement to ride his BSA to a first overall in the Old Timers race. Bob Collins, out of Dirt Factory in Concord, won both motos in the Vets class.

One of the best races of the day was in the 100 class. K.T. Barry got a good shot off the line and held first all the way, with Gary Moyer, Danny Clements and Matt Lorenzo close behind. The second, third, and fourth spots changed so many times that on the finish line, Gary Moyer came from behind Danny Clements to take second place by inches, putting Matt Lorenzo a super-close fourth.

There were two 125 Junior divisions, with Jeff Renner and Jim Pitts each taking home a first place trophy. Jim Scott ran away with the second moto, First division, but ended up second overall. In the second division, Jeff Maxwell and Mark Long each took first one moto and placed second and third respectively. ●

Results in Results Section.

Gregson all together at CMC Winter Series

By Sue Sykes

PUYALLUP, WA., JAN. 31

Pro rider Mark Gregson got it altogether at Puyallup Raceway Park for the fourth week in a row in the Winter Series. Gregson, Kawasaki mounted in all Pro classes, has cranked out first overall in Open Pro 250 Pro competition — chalking up a fancy lead in this D-G and Quaker sponsored event. When he's not on the track he's got a note pad and pencil — signing up the members of his Kawasaki City Dealers Challenge Team for March 13.

Lee Voss (Suz) put a 3-1 on the score card for first overall in 125 Pro. Puyallup's Ol' Favorite Buck Murphy (Hon) was out on the Trans AMA course for his first race since Jan. 9 when he got off just before the hairpin turn — and spent six hours getting his nose put back together. Buck rode a smooth race with that Pro style and put a 2-2 out for the money. First moto hole shot ace Marv Sykes (Hon) was third overall.

The full field of 125 racers put out some of the best motocross in the Northwest and included first moto money winner Flyin' Ed Davis (D-G Hon) from Tacoma and series leader Canadian Larry MacKenzie (Yam) — the Super Mac himself. Dallas Nyblod (Hon), on his second moto run got the holeshot and kept that lead until his rear wheel picked up a row of banners on the new stretch of course just past Rainier Jump. Murphy grabbed a bit of the streamer trying to pass, then just after an off-camber turn — after Murphy held up to avoid the flags — Nyblod's wheel gobbled up the twenty foot dragon.

KING — TV from Seattle gave the sport of motocross a big boost on January 23 when Al Wallace presented Puyallup Racing on his "How Come" evening program. The film was from a wet race the previous week, and was outstanding. The production was a credit to the sport and to the racers. Good work, KING! ●

Results in Results Section.

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BIG RIVER 500
Overall Winner—Jack Johnson/Mark Mason—Husq.
BAJA 500
Overall Winner—Howard Utsey/Mickey Quade—Husq.
125cc Winner—Preston Petty/Dick Miller—DKW
SCORE OFF-ROAD WORLD CHAMPIONSHIPS
Overall Winner—Al Baker—Kawasaki
1974
SCORE BAJA INTERNACIONAL
250cc Winner—Al Baker/Steve Holladay—Honda
SCORE OFF-ROAD WORLD CHAMPIONSHIPS
125cc Winner—Bruce McDougal—Honda
SCORE PARKER 400
Overall Winner—Al Baker/Steve Holladay—Honda
1975
SCORE PARKER 400
Overall Winner—Al Baker—Honda
250cc Winner—Wayne Cook/Steve Holladay—Honda
125cc Winner—Joe Padilla/Mickey Quade—Husq.
MINT 400
Overall Winner—Jack Johnson/Mark Mason—Yamaha
SCORE BAJA INTERNACIONAL
Overall Winner—Al Baker/Gunnar Lindstrom—Honda
SCORE OFF-ROAD WORLD CHAMPIONSHIPS
Overall Winner—Mitch Mayes—Husq.
250cc Winner—Steve Holladay—Honda
125cc Winner—Bobby Jones—Honda
SCORE BAJA 1000
Overall Winner—Al Baker/Gene Cannady—Honda
1976
MINT 400
Overall Winner—Larry Roeseler/A.C. Bakken—Husq.
250cc Winner—Rich Bunty/Leroy Kyger—Yamaha
SCORE PARKER 400
Overall Winner—Larry Roeseler/A.C. Bakken—Husq.
250cc Winner—Steve Holladay/Wayne Cook—Honda
SCORE BAJA INTERNACIONAL
Overall Winner—Larry Roeseler/A.C. Bakken—Husq.
250cc Winner—Scot Harden/Jack Johnson—Husq.
SCORE OFF-ROAD WORLD CHAMPIONSHIP
Overall Winner—Mitch Mayes—Husq.
250cc Winner—Mike Bell—Husq.
125cc Winner—Bobby Jones—Honda
SCORE BAJA 1000
Overall Winner—Larry Roeseler/Mitch Mayes—Husq.
125cc Winner—Ed Rodine/Eric Spaeth—Can-Am

*All SCORE, NORRA, BSC and MINT events in the U.S. and Mexico.

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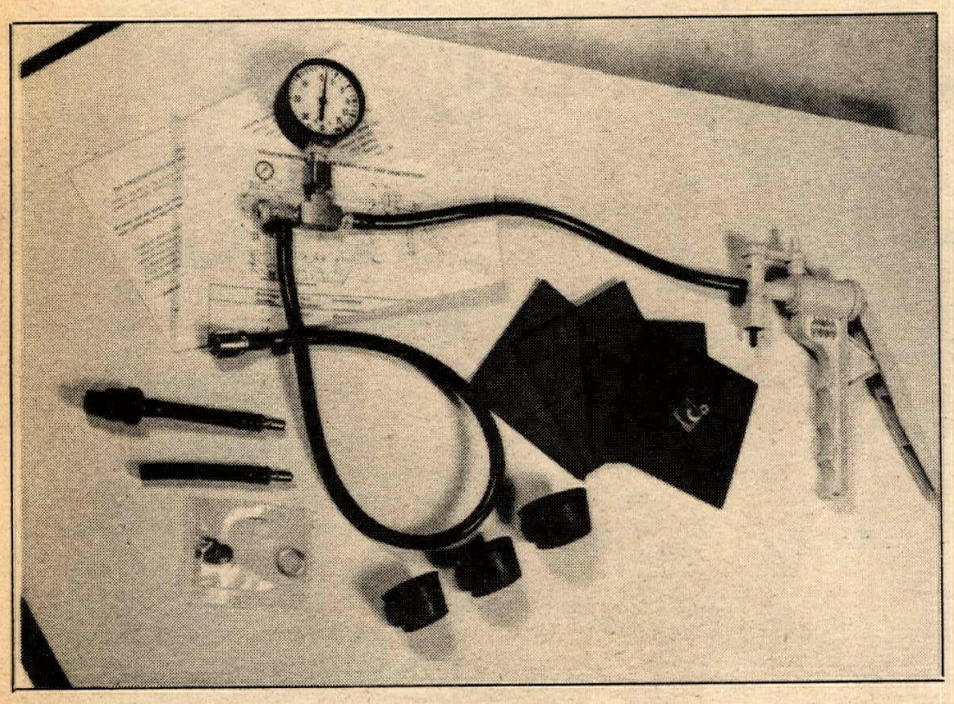
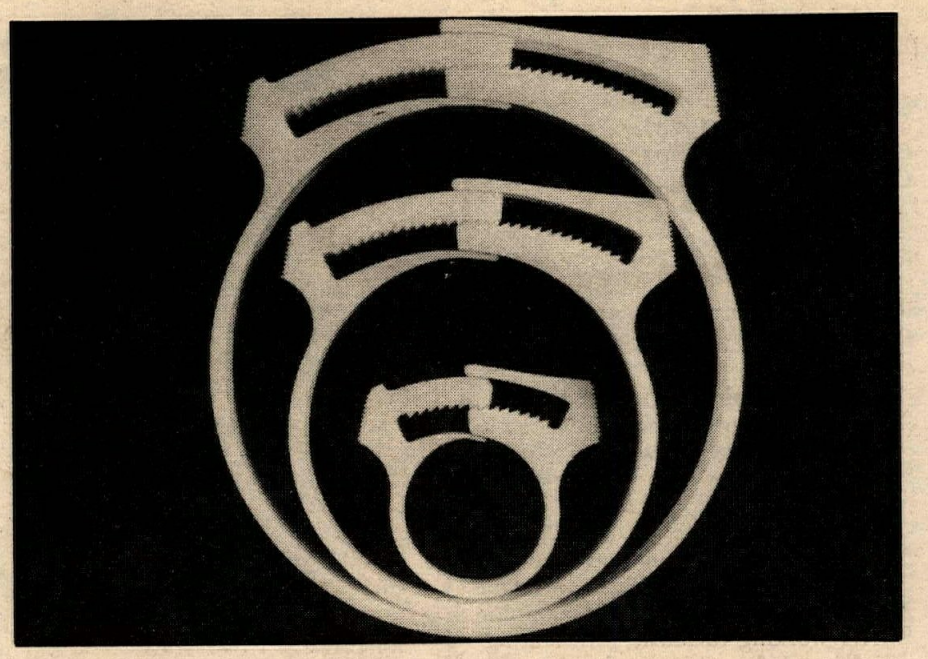


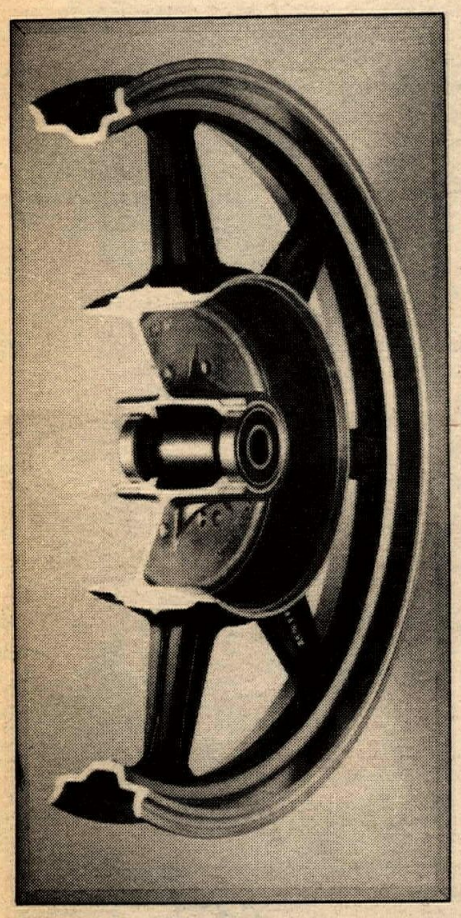
Richard Nixon didn't need the Plumbers

He could have detected leaks with an Azusa Engineering Vacuum/Pressure Tester. If you don't have leaks in your ship of state, you can use it to find leaks in your two-stroke engine. The hand-help pump features vacuum and pressure connections that attach to a compound gauge with a flexible hose. A quick-disconnect coupling that can swivel under pressure connects a spark plug adaptor or neoprene bladder. Assorted rubber stoppers and extra neoprene sheet squares are provided to seal off exhaust ports, intake manifolds, noisy kids, etc., during testing. All this costs $34.95. For further information, write Azusa Engineering, Dept. Leaks, 1542 Industrial Park St., Covina, CA 91722.



One less use for a screwdriver

It has been an unwritten rule for manufacturers to place more hose clamps in areas where they're inaccessible than where they can be reached with a screwdriver. And regular hose clamps are not the hot set-up when they're about to drop the gate for your moto and you have one left to re-install. Richlok Corporation, always eager to make the first part of their name a reality, has come out with a new line of nylon one-piece hose clamps that lock by squeezing saw-tooth ridges to the desired compression. The clamp, made of heat-resistant nylon 6/6, can be removed with a twist for re-use. Temperatures from -60 degrees to +250 degrees Fahrenheit can be withstood. Richlok makes them in 10 standard sizes: From 17/32" O.D. to 2 3/8" O.D. For more information and a free sample, contact Richlok Corporation, Dept. Sawtooth, 5835 N. Tripp Ave., Chicago, IL 60646 (312) 539-4061. Mark it to the attention of Ms. Peggy Durawa.

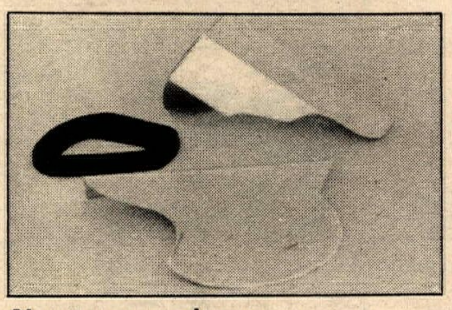


Welcome to the world of wide wheels

The superbike parade marches on. Honda, Kawasaki and Suzuki owners can do the marching on the new Lester II wide-cast aluminum wheels. The wheels are designed for the low-profile, large size tires. The front wheel is 18 x 2.50TL and the rear is 18 x 3.00TL. Unlimited choice of colors are available so long as you order black. There is a choice of buying the wheels with or without a highlighted finish. For more information about these wheels and other Lester products, see your Lester dealer or write Lester Tire & Wheel Co., Dept. Snowflake, 26881 Cannon Rd., Bedford Hts., OH 44146.

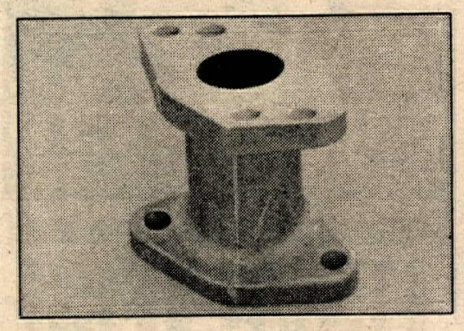
Winter warmth from the thumbs up folks

Advertising is accomplished in many ways. Some bright folks even make money off their advertising. Like the Bultaco people. They'll be glad to sell you an updated team jacket, complete with logo. The "wet look" jacket is red, with yellow panels and lining. It's washable and comes in small through extra large sizes. You don't have to purchase a Pursang to get the jacket, but it would be one way to make your nice Bultaco dealer smile. Get the jacket at any Bultaco shop.



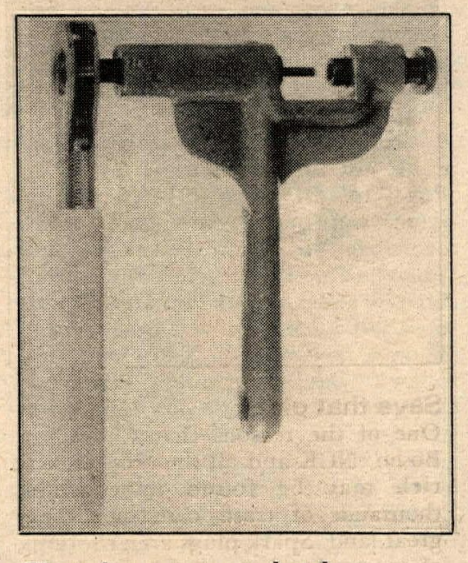
No more crack ups

The Penton/KTM MC5 is a neat bike with one itsy, bitsy problem. The gas tank explodes every now and then. Boom. No, actually the problem is that the side panels and inner rear fender crack. Trails End, a Penton/KTM dealer, offers alloy side plates and inner fenders to alleviate this itsy bitsy problem. They're highly polished and correctly sized and all that. Trails End also has other goodies and $1 will get you a catalogue. The side panels are $16.95 and the inner fender is $14.95. All orders are shipped the day they are received. Trails End, Dept. Crack, 16394 E. 14th St., San Leandro, CA 94578 (415) 278-1565.



Deep breathing

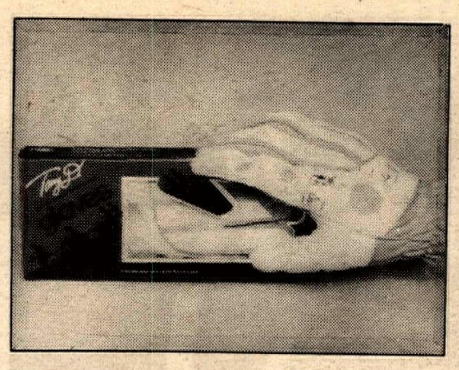
The 1977 Honda XR-75 features a revised head that makes all the myriad aftermarket intake manifolds incompatable. Yoshima Racing Service has one that will fit. Since the stock manifold will handle nothing bigger than the stock 20mm carburetor and we know you want to go to a 22mm or 24mm, the Yoshima manifold is for you. An XR-75 equipped with the manifold, 24mm carb and special pipe and other fittings reportedly registered 12.6 horsepower at 13,000 rpm in a test in Japan. Cough up $14 and it's yours. Yoshima Racing Service, Dept. Intake, 10729 Burbank Blvd., North Hollywood, CA 91601 (213) 766-7101.



Thumbscrews are back

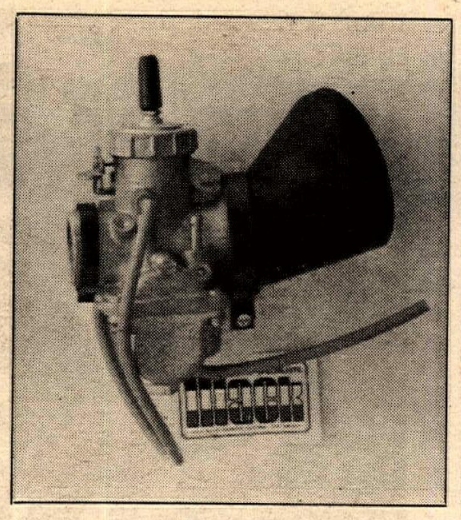
It looks like it would go well with your rack, leg irons and other torture paraphanalia. Take it to a National event — learn tuner's secrets one way or another. Actually, it's a MAXCO Chain Breaker, not a medieval relic. The ratchet handle is an improved design and includes a molded nylon handle "for a more comfortable grip." Compatible chain sizes include: #420, #425(40), #428, #428H, #2040, #520, #525, #530(50), #2050, #630, #60 and #2060. A specially hardened punch pin resists bending and shattering, even when used on calloused thumbs. MAX Chain Breakers cost $22 and can be had, nationwide, through MAXCO distributors or from the six MAXCO warehouses. MAXCO, Dept. Torture, 1409 South Santa Fe Ave., Los Angeles, CA 90021.

Guide



Motocross pinkie protectors

Tony DiStefano spent one morning at Cycle News and he wrote his name many times. Now the average cyclist sees it everywhere. According to this latest press release, Tony D. was unhappy with the gloves available so he decided to develop his own. One can almost see the National Champion MXer working furiously with leather, needle and thread in the van between race dates. The gloves have padding between the thumb and index finger and over the entire palm, "Freedom of movement where ever you need it" and "extra strong stitching." And what's more, at $18.95, they cost under two dollars a finger. The gloves are distributed nationally by Fox, Full House and Wheelsport. For more information, contact Full House, Dept. MX Digits, P.O. Box 16060, Columbus, OH 43216.

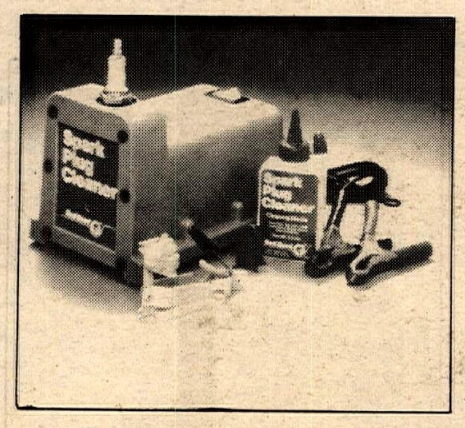


Is big, big, big better, better, better

Few motorcycles are responsible for starting their own industries, but the Honda CR 125 certainly is. There are enough aftermarket products available that, with a little diligent effort, a non-Honda Honda is entirely possible. Mack Cycle Center is one of the little Elsinore's best friends. Their latest offering is three sizes of Mikuni carburetors. The carbs come in 30mm (big), 32mm (bigger) and 34mm (biggest) sizes and come complete with the air boot and large and small clamps. They're properly jetted of course, and the price ranges from $44.50 to $48.50 in $2 increments. Mack Cycle Center, Dept. Growth, 133 S. Euclid St., Fullerton, CA 92634 (714) 526-3177.

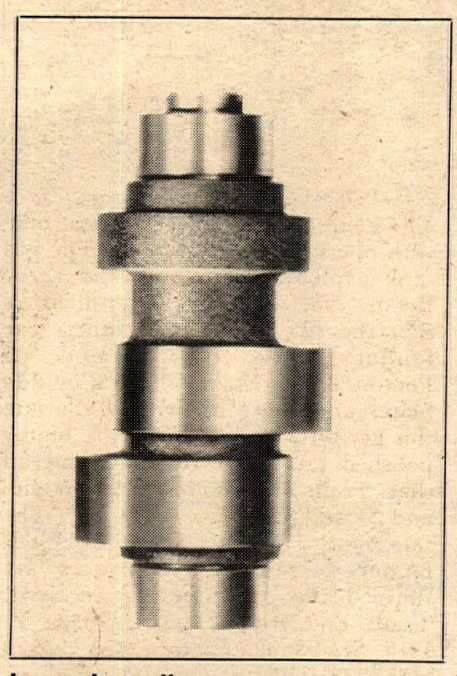
Training wheels for beginning road racers

Everybody knew that, sooner or later, something like this would come along. Not only does this outrigger system give confidence to inexperienced road rashers, it tends to limit the amount of passing room available to the competition. We're not sure whether it's AMA, WERA, AFM, or CMC legal, but in the meantime, Continental Rubber Products, the inventor, is using the outrigger to test motorcycle tires. A machine so-equipped can be pushed past the limit of adhesion without a high turnover rate in the test rider department. Under normal riding conditions the outrigger arms track passively over the ground or can be raised off the ground by the rider. Continental used the outrigger as part of a development program that led to the RB2 front tire and the K112 rear tire, known as the "Conti Twins." The "Twins" are produced in the normal range of motorcycle tire sizes and new, larger section sizes for modern superbikes. For more information, contact Conti Rubber Products, Dept. Wings, Carteret, NJ 07008 (201) 969-2200.



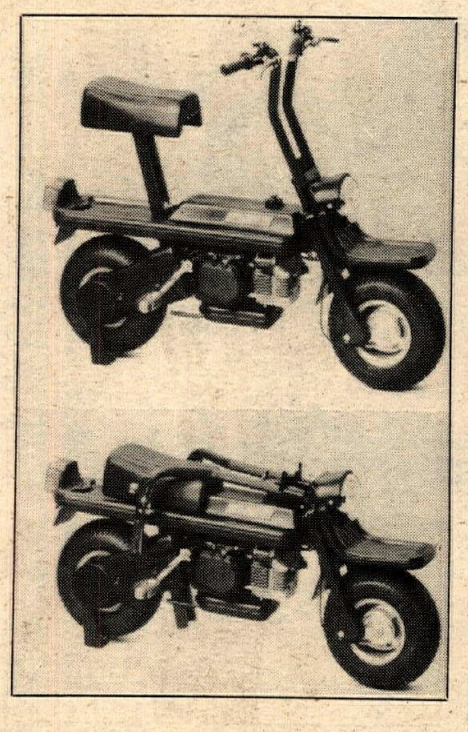
Save that plug!

One of the reasons that Champion, Bosch, NGK and all the others are so rich may be found in countless thousands of trash cans across our great land. Spark plugs aren't forever, of course, but how many get tossed in after a few hours of getting the jetting right? Red Devil has a spark plug cleaner that operates off any 12-volt battery and bombards the business end of the plug with tiny glass beads. The beads are destroyed in the process, eliminating the danger of scratching the porcelain (unlike sandblasting). The cleaner comes with power unit, enough beads to clean 80 plugs, electrical cord with battery clips, replacement filters and a combination tool that has a wire brush, gap guages, and a carbon scraper. A 120-volt A.C. adapter is optional. It costs $25 (well, actually $24.95, but we like round numbers around here) and can be purchased at automotive supply stores or ordered directly from Red Devil, Inc., Dept. Glasskleen, 2400 Vauxhall Rd., Union, NJ 07083 (201) 688-6900.



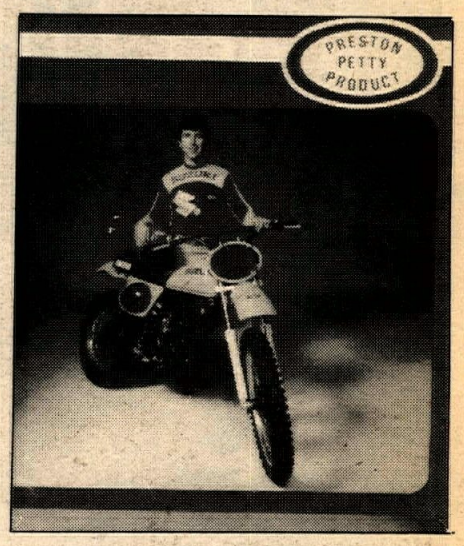
Irregular roller

Web-Cam specializes in what two-stroke riders don't care about—cams. Cams are like master switching stations as their revolutions control the progress of fuel and exhaust vapors. Web-Cam put its corporate ear to the ground and heard Yamaha TT500 owners demand more performance, especially horsepower and upper rpm torque. Then Web-Cam developed a series of cams that offer more performance, especially horsepower and upper rpm torque. And the cam is ground from a single piece of steel, then heat-treated and coated with "an exclusive Web-Cam treatment, developed by [Who else?] Web-Cam founder Harry Weber." For further information about the new series of cams and other products, send $1 to Web-Cam, Inc., Dept. Thumpa, 1663 Superior Ave., Costa Mesa, CA 92627 (714) 631-1770.



Have you finished packing the motorcycle yet?

People were once promised two cars in every garage, a chicken in every pot, etc. Italjet isn't making any promises but it looks like they want to see a moped in every trunk. Their new "Pack-a-Way" won't pass Kenny Roberts' ow31 on the Daytona banking, but the OW31 won't fit in most car trunks, either. Since it's only two feet tall when folded down, spares may be kept in any closet. Pedal power gets it going, a wired right wrist keeps it going. Italjet says it will get 150 miles to the gallon of gas. Contact Italjet USA, Dept. Origami, 7471 Greenbush Ave., North Hollywood, CA 91605 (213) 982-2000.



Unbreakable catalogue

Preston Petty wrote us a little note to say "Our 1977 catalogue is finally off the hot, steamy presses of cold, wet Newberg." All of Preston's guaranteed indestructable goodies are included in the catalogue, along with his new "Tony D. MX Front Fender" which features a wider body with angled and sides that is shaped in such a way to let more air by to the engine and also prevent the tire knobs from catching the bottom. To take a look at this and all of Preston Petty's practically planned properly priced plastic products, send $1 to Preston Petty Products, Inc., Dept. PPPPPPPP, P.O. Box 89, 403 N. Main St., Newberg, OR 97132.

Watch Barry Sheene * Streets of Long Beach

Race Through the - April 1-2, 1977

On April 2, 1977, the world's fastest 500cc and 750cc road racing machines will meet on the demanding 2.02-mile Grand Prix road circuit through the city streets of Long Beach, chasing over $22,000 in prize money!

* 500cc World Champion Barry Sheene has confirmed the 75-mile Long Beach "Do It in The Streets" GP as his only 1977 U.S. appearance. Gary Nixon, Number Two in the Formula 750 World Championship has entered. Gary Scott, with his new sponsor, Evel Knievel, will be there. Other top riders will soon be announced. Watch CYCLE NEWS for the word.

In addition to the AMA, FIM Sanctioned Bike Event, Friday and Saturday action includes qualifying for the Sunday, April 3, Long Beach Grand Prix, for Formula One cars, featuring Barry Sheene's pal, World Champion, James Hunt, Mario Andretti, Niki Lauda, Clay Regazzoni and 20 other top stars of Formula One.

Check the CYCLE NEWS Discount Deal below . . . that gives you a regular $10 ticket for Friday and Saturday's Bike GP for $7.50 (or all week-end for $12.50) with CYCLE NEWS Readers Only seating in stands 20-25-29 on Friday and Saturday!

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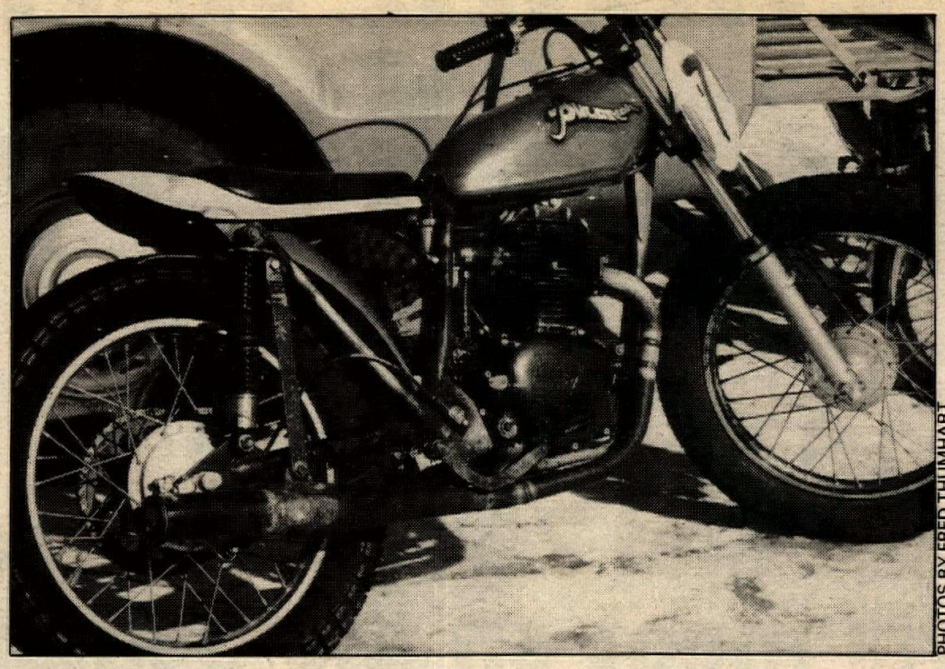
CENTRAL PIPELINE


PHOTOS BY FRED THUMHART

Al Nesshoefer's 125cc "Bulonda" beat everything else in the Bare Tire class.

Dave Carriker won the three-wheeler class again.

Record crowd enters Colorado ice races

By Suzanne Thumhart

RAINBOW FALLS PK., CO, FEB. 6

The ice races at Rainbow Falls Park, Colo. drew 150 riders and 275 spectators, enough of a crowd to make Harry's Roamers, the sponsors, wonder where it will all end. "We figure that, using our present organization, we can handle up to 200 riders," said organizer Dave Carriker, "If more than that start showing up, we may have to make the races a two-day event."

The competition began with three motos for the 12 mini-bike entries. When the snow had settled back on the ice, Mark Iler, 11, riding a Honda, was the winner of all three motos to take first place. Mark rode very well, cranking it on hard in the straights and riding the corners tight to the inside to the cheers of the fans along the first straight. Mark got his first bike when he was five and looks forward to a lot more racing.

Second place went to Jamie Gibson, who ran her last official mini-race at the Roamers' track. She turns 13 next week and 12 is the upper age limit for the mini-bike class. Club officials plan to let the other entrants vote on her request for permission to ride the final race of this season with a handicap. Third place in the minis went to Bob Phillips (Yam).

The third-wheeler class ran a tight, aggressive race. Dave Carriker and Fred McGloughlin continued their long-standing duel for first place, but McGloughlin's cornering problems caught up with him in each moto and forced him to settle for a second place trophy. Carriker stands three firsts for three races this season.

The 125 Bare Tires class boasted the most creative conglomeration entry ridden by Al Nesshoefer, who rode it well for a first place. Nesshoefer's "Bulonda" is a homemade construction put together from a Honda 125cc engine built in Texas as a road racer and put into a '71 Bultaco Lobito frame. Al added Suzuki wheels and swingarm, Ceriani forks, and a Yamaha seat. He says the bike feels good, but the flywheel is so light that it is "real erratic coming on and turning off."

Next up were the 175cc riders with Dave Beck returning on his Yamaha – sporting a Norton label on the tank – to take first. Phil Edwards rode again to place second on a Honda. The numbers of Fathers and sons (*and* daughters) riding at Rainbow Falls suggests that the Roamers can plan on successful events for several years to come. Third place went to Bob Podall, whose brother Gary also ran, but missed a trophy by one place.

When the last Bare Tire class, the Open, was over, Dave Beck had taken his third first place trophy riding his Automatic Rokon. Second place went to Bill Brokaw, a Colorado Springs Yamaha dealer who raced a Montesa. Bill Williams placed third on a Montesa.

The studded tire classes had over half of the total entries for the third time this year. The 125s ran first with one of the oldest contests of the afternoon between Steve Gibson, Monroe Hilton, and Brian Anderson, all riding Yamahas. Through the first lap of the main, the three riders were side by side with Anderson just a tire length ahead of Hilton coming out of the last corner. By the third lap it was Hilton, Anderson, and Gibson. Gibson won by a two-bike lead with Hilton second and Anderson third.

The 175 studded class roared off the line in a tight pack with Annie Brokaw pulling out into first as they came out of the first corner, Steve Scott pressing hard to get by. Scott moved into first on the back stretch, but Brokaw stuck with him through the last lap, when she had to quit because of engine problems. Scott (Bul) took first, Rick Steele (Hon) second, and Gary Ripley (Hon) third.

The 250 studded class had the biggest draw of any one class with 26 entries and trophies going to the top five places. Merlyn Plumley's record stayed intact with his third-straight first place on a Yamaha. Steve Schrock gave him a hard run for first, but finished second. Third place went to Lynn Diller, also on a Yamaha.

The last class, the Open stud, saw the big upset of the day. Craig Levens, riding his short track Honda, held onto first place through both heats and fell in the last lap just after getting the white flag from the starter. "He had a 100 foot lead," said Jerry Capacious, "He could have played it safe and won." Even after the fall Craig finished fourth. Mike Hall on a Suzuki 400 took first and Dan Geick took second on his Yamaha 500. Tom Deckard beat Levens out for third after the two of them had battled for first place through the first six laps.

PHOTO BY REBECCA SANDS

Mark (321) and Randy (913) Russel dominated 125 Expert class.

Russell brothers dominate 125 Experts at Oklahoma City

By Rebecca Sands

OKLAHOMA CITY, OK, JAN. 30

The Russell boys on Suzukis dominated the 125 Expert class, with Mark winning it and Randy racking up second overall. Clarence Fortney (Yam), who just returned to racing after recovering from a broken collarbone, rode two fine motos for third overall. Trey Jorski, who finished second in the first moto, fouled a plug in the second, forcing him to push his bike for last place points.

The 250 Amateur race was one of the day's most exciting – and the most exasperating for Harley Darnell (Pen). Darnell won the first moto with Ty Bowers (Suz) second and Carl Smith (Suz) third. Then came the showdown, in the second moto. Bowers pulled the holeshot, with Smith close behind. Smith pressed hard until he passed. Meanwhile, Darnell was third and looking for something better. He found his chance and pulled around Bowers, then took off after Smith, only to crash. Bowers flew by for second.

Carl Smith got the first overall, with Bowers second, and Darnell third overall. ●

Results in Results Section.

John "Action" Ayers wheelies his way toward first place in the Texas goo.

Logston and Vice win Desert Classic at Borderland

By E. Wright

EL PASO, TX, JAN. 30
Borderland Motocross Park had its last race under the management of Randal Jones, before an association took over. In his last race after four years of promoting at Borderland, Randy ran a desert race, something he has never done. Actually it wasn't a "real" desert race — it was the motocross track and about 1.5 miles through the desert.

One class of Experts and one class of Amateur ran separately with Experts going for an hour and a half. Amateurs ran an hour.

Experts ran first and the start was one of the best parts of the race. It was a dead engine start with the riders at the front of their bikes holding the handlebars, with the front tire between their knees. When the flag dropped, sometime after that a shot gun fired and the riders took off. Maby McIntyre (Yam) jumped on his bike and tried to start it before the gun fired. After Maby got a scolding from the starter — much to the delight of the spectators — the race was started. Maby jumped in the lead as if it were a short race — everyone else settled to a good pace. When Maby took a pit stop Scott Logston (Yam), took over the lead and held it until he pitted at the halfway mark. Logston had a lot of bike problems including the handlebars falling down and took a long pit stop. By the time he got going again, he was in third behind Maby and Andy Palafox (Pen) who was racing his first race in several months. This is when Logston, who is in very good shape, turned the gas on and went to work. As Logston took the lead with 20 minutes to go, the worst injury of the day took palce. No, it wasn't a rider — it was Mrs. Logston, Scott's Mom, who was running to give Scott a signal when she fell, cutting her chin bad enough to require stitches. But as people tried to help her up, she said, "Don't worry about me, give Scott the signal." Guess it was a good signal, as Scott had a good lead at the checkered flag. Dennis Patton (Yam) was plagued with bike problems and had to keep making pit stops, but came in fourth.

After the Expert race was over, Palafox protested, saying that McIntyre cut the track at two different points lap after lap. No officials saw it, so the results stood as they were.

The Amateur race finished the way it started. Chuck Vice on his 400 Yamaha jumped into the lead, Arnold Peacock on a 250 Yamaha was second and Dan Balkovetz (Yam) was third.

Results in Results Section.

"Action" Ayers wins wet cross country

IRVING, TX., JAN. 23
John "Action" Ayers rode his Maico to a 10-minute lead in a two-hour, rain-soaked cross country race here at County Line Cycle Park. Dickey Nowell placed second after overcoming problems with a loose grip halfway through the eight-lap, two-gas-stop event. Nowell finished with an eight-minute margin over third place Tom Hollister (Yam).

Billy Smith won the 250 class with his Yamaha, with Dana Wright (Bul) and Bruce Hallmark (Pen) following.

Ron Lane beat Alan Blackwell and Tony Bruce (both Yam) in the 125 Pro class.

Local favorite Joe Warner rode his 250 Maico to victory in the 250 Expert class, with Larry Langley and Daryl Miller chasing. Teedy Head (Suz) won the 200 Expert class.

David Morrison won the 200 Amateur class with a two-lap lead.

Results in Results Section.

American sidecars second/third in Marlboro Series

Two American sidecar teams competed successfully in the 1976-77 International Marlboro Series held in New Zealand. The current U.S. AMA sidecar champions, driver Larry Coleman and passenger Wendell Andrews, managed an overall second place finish for the series. Their companions, driver Craig Marx and passenger Mick Parkinson, finished with an overall third.

Both teams, hailing from Chico, California, were competing on 750cc water-cooled Suzukis prepared by Larry Shenk of "Racing Specialties" in South San Francisco, California. Overall winner of the series was the Australian team of Peter Campbell and Doug Chivas on a 1000cc Yoshimura Kawasaki.

The American hackers raced on an assortment of tracks that included the city streets of Wanganui and Wellington and road circuits at Timaru and Christchurch. The highlight of the series for the Americans was the third race held at Timaru where they finished first and second, Coleman-Andrews taking the win followed closely by Marx-Parkinson.

The two Chico teams were the first American entries to ever compete in the sidecar event of the series. Despite the expense of the trip, which was self-paid except for product sponsorship by Blendzall Corporation and Champion Spark Plugs, both teams are looking forward to returning next year. ●

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March 9, 10 & 11
March 23, 24 & 25
April 6, 7 & 8

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Zanesville, Ohio
April 20, 21 & 22
April 27, 28 & 29
May 4, 5 & 6
May 11, 12 & 13
May 25, 26 & 27
June 1, 2 & 3
June 8, 9 & 10
June 15, 16 & 17

CALIFORNIA
CARLSBAD INTERNATIONAL RACEWAY
Carlsbad, California
June 29, 30 & July 1
July 13, 14 & 15
July 27, 28 & 29

TEXAS
LAKE WHITNEY CYCLE RANCH
Lake Whitney, Texas
August 10, 11 & 12
August 17, 18 & 19
August 24, 25 & 26
September 7, 8 & 9
September 14, 15 & 16
September 21, 22 & 23

CALIFORNIA
CARLSBAD INTERNATIONAL RACEWAY
Carlsbad, California
October 5, 6 & 7
October 19, 20 & 21
November 2, 3 & 4
November 16, 17 & 18
November 30, Dec. 1 & 2
December 14, 15 & 16

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RESULTS

Motorcycle Rcwy MX
Oklahoma City, OK
Jan. 30, 1977
By Rebecca Sands

MINI	
J. Zea	Yam
Lance Crawford	Yam
Jeff Hulsey	Yam
OVER 30	
Kenny Butler	Yam
B.J. Rooker	Yam
Ken Coder	Suz
100 AM	
Paul Stein	Suz
125 NOV	
Von Roberts	Suz
Van Box	Hon
Jim Mayse	Hon
125 AM	
Jerry Smith	Suz
Butch Grider	Hon
Rowdy Baxter	Suz
125 EX	
Mark Russell	Suz
Randy Russell	Suz
Clarence Fortney	Yam
250 NOV	
James Mirick	Yam
John Stephens	Yam
Ralph Salyer	Suz
250 AM	
Carl Smith	Suz
Ty Bowers	Suz
Harley Darnell	Pen
250 EX	
Trey Jorski	Pen
Jim Thomas	Suz
Bobby Sanford	Pen

TROPHY PICKUP

For listing in this department, please mail information with $1.00 per week that it is to run to: Cycle News Trophy Pickup, Box 498, Long Beach, CA 90801.

San Bernardino Valley M.C. trophies for their Jan. 23, 1977 103 mile Hare and Hound race will be available at the San Bernardino M.C. pits at the Prospectors M.C. Hare Scrambles Feb. 20, Lucerne Valley. Pick them up Sat. evening or Sunday, or call (714) 822-8922 to arrange pick up. (7)

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OPEN NOV	
Phil St Cyr	Suz
Bobby Munday	Suz
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Jimmy Redwine	Mai
Gary Drummond	Yam
Bob Bennight	Mai
OPEN EX	
Clarence Fortney	Yam
Tommy Abbitt	Pen
Trey Jorski	Pen

AMC $1000 MX
Saddleback Park
Orange, Calif.
Feb. 13, 1977
By Danny Raymond

250 PR	
Bob Elliott	Suz
Marty Miller	Suz
Andy Kirker	Suz
OPEN PRO	
Jeffery Vidic	Yam
Bill Rubly	Mai
Robert Morino	Suz
125 PRO	
Gregg Toyama	FMF
Chuck Lunde	Hon
Brain Myerscough	Suz
MINI PRO	
Paul Emersin	Yam
Rick Johnson	Suz
Jimmy Krummel	Yam
100 PRO	
Brad Dutiot	Hon
Mitch Musgrave	Hon
Bryan Jordan	FMF
MINI BEG	
Mark Toyama	Yam
Kirk Williams	Hon
Mike Healey	Suz
MINI JR	
Greg McConnell	Yam
MINI INT	
Sam Storert	Yam
Andy Orescannin	Suz
Kenny Campbell	Har
100 JR	
Kevin Colwell	Suz
100 INT	
Ty Hanway	Suz
Jon Hewitt	Suz
125 BEG	
Bob Morris	Suz
Dale Tanke	KTM
Pam Montaque	Suz
125 INT	
Mark Ellis	Suz
Ken Kruse	Hon
kMike Chapin	Hon
125 JR	
Matt Nelson	Hon
Rick Maki	Suz
Ted Hoyt	Yam
250 JR	
Matt Teder	KTM
Greg Berg	Suz
Kevin McLaughlin	Yam
250 BEG	
Blake Fair	Suz
Conard Testerman	Suz
Aldo Bustillos	Suz
250 INT	
Burt Wald	Suz
Jeff Lysdale	Suz
Gary Will	Mai
OPEN BEG	
Lyn Mattox	Hus
Larry Bush	Yam
Frank Browne	Mai
OPEN JR	
Steve Gordon	Mai
Bret Van Tatenlove	Suz
Robert Bourne	Bul
OPEN INT	
Ed Peters	Mai
Micheal Comeau	Suz
Scott Mooneyhan	Hua

CMC Winter MX
Puyallup, Wa.
Jan. 30, 1977
By Sue Sykes

mini ex	
Ken New	Yam
Phil Larson	Suz
Eric Eaton	Hus
MINI JR	
Joel Straub	Yam
Chad Jeffrey	Yam
Darren Fownes	Yam
100 INT	
Jim Anderson	Hon
Ed Young	Suz
Ronnie Eidal	Yam
100 JR	
Jeff Hayden	Suz
Bill Ahlquist	Suz
Darren Schmor	Yam
125 PRO	
Less Voss	Suz
Buck Murphy	Hon
Marv Sykes	Hon
125 INT	
Duane Marker	Hon
Rob DiMarco	Hon
Sam Raphael	Hon
125 JR	
Don Knoblauch	Yam
Ted Johnson	Hon
Doug Smith	Suz
250 PRO	
Mark Gregson	Kaw
Bill Joyce	Suz
Mitch Sommons	Suz
250 INT	
Duane Barnes	Suz
David Hashman	Hus
Rick McUne	Suz
250 JR	
Brian Hahn	Suz
Ken Klein	Suz
Rhett Mc Cornick	Hus
OPEN PRO	
Mark Gregson	Kaw
Kurt Von Mettenheim	Hus
Rick Weidman	Hus
OPEN INT	
Rick McUne	Suz
Greg DeMuth	Bul
Alan Snell	Bul
OPEN JR	
Dave Clarke	Suz
Ken Eanes	Suz
Don Wangler	Suz
OVER THE HILL	
Phil Larson	Mai
Richard Kelley	Suz
Dan Grist	Suz

AFM RR
Ontario Motor Spdwy
Ontario, Calif.
Feb. 13, 1977

OPEN GP	
David Emde	Yam
Rob Murray	Yam
Wes Cooley	Kaw
500 GP	
Randy Mamola	Yam
Eddie Lawson	Yam
Keith Code	Yam
250 Gp	
David Emde	Yam
Dick Fuller	Yam
Rudy Galindo	Yam
200 GP	
Kevin Burke	C-A
125 GP	
Wm. Brinkerhoff	Yam
Doug Draper	Yam
Minoru Matzuzawa	Hon
100 GP	
Mike McAvoy	Kaw
Darren Penrod	Yam
Flem Juliussen	Kaw
50 GP	
Bob Nolan	Rhi
Mario Caldato, Jr	I-J
Jim Ahrens	Sac
125 PROD	
Jeff Webb	DKW
Bill Mullins	Yam
Virginia Aldrich	Yam
200 PROD	
John Chermak	Yam
Kevin Burke	C-A
Michael Seifert	Kaw
250 PROD	
Gordon Seim	C-A
Kevin Andress	Yam
Wally Karpynec	Suz
410 PROD	
Alan Gingerelli	Yam
Dick Fuller	Yam
Scott Clough	Yam
550 PROD	
Mike Doyle	Hon
750 PROD	
John Glover	Nor
Kevin Burke	Suz
Vance Breese	M-G
OPEN PROD	
Terry Waugh	Suz
Steve Mallonee	Tri
John Ulrich	Suz
OPEN SUPERSTREET	
Wes Cooley	Kaw
Cook Neilson	Duc
Steve Mallonee	Tri
600 SUPERSTREET	
Bill Henry	Yam
Scott Clough	Yam
Dick Fuller	Yam
410 BOX STOCK	
Bob Crossman	Yam
David Canon	Suz
Larry Parme	Yam
OPEN BOX STOCK	
Lance Weil	Lav
Philip Sedillos	Kaw
Karl Welter	Duc

CMC
Winter Series MX
Puyallup, Wa.
Feb. 6, 1977
By Sue Sykes

MINI EX	
Phil Larson	Suz
Lance Schoening	Suz
Richard Shewmaker	Suz
MINI JR	
Joel Straub	Yam
John Spooner	Yam
Brett Fortenberry	Yam
100 INT	
Jim Anderson	Hon
Ed Young	Suz
Terry Hofoss	Hon
100 JR	
Marc Anderson	Yam
Steve Spooner	Yam
Jeff Hayden	Suz
125 PRO	
Less Voss	Suz
Marv Sykes	Hon
Ed Davis	Hon
125 INT	
Duane Marker	Hon
Mike Anderson	Suz
Kim Lefor	Hon
125 JR	
Don Knoblauch	Yam
Ted Johnson	Hon
Doug Smith	Suz
250 PRO	
Larry MacKenzie	Yam
Mark Gregson	Kaw
Gary Potts	Suz
250 INT	
Joel Davis	Hus
Bill Capellen	Hon
Dana Rogers	Suz
250 JR	
Brian Hahn	Suz
Mark Gilstrap	Hon
Mike Mohracker	Hus
OPEN PRO	
Chuck Sun	Hus
Mark Gregson	Kaw
Rich Binckley	Mai
OPEN INT	
Rick McUne	Suz
Alan Snell	Bul
Floyd Chase	Hus
OVER THE HILL	
Gordon Ochs	Bul
Phil Larson	Mai
Richard Kelley	Suz

Saturday MX
Saddleback Park
Orange, Calif.
Feb. 12, 1977
By Danny Raymond

125 PRO	
Brain Myerscough	Suz
Bob Elliott	Suz
Jim Gibson	Hon
OPEN PRO	
Mark Rodman	Mai
Tom Claire	Mai
Mark Van Camp	Mai
250 PRO	
Gary Semics	Kaw
James Weinert	Kaw
Jeff Vidic	Suz
250 INT	
Marc Halliburton	KTM
Furton Tidwell	Osa
Mark Howard	Yam
125 INT	
Ty Richey	Hon
Mark Ellis	Suz
Danny Shaw	Hon
OPEN INT	
George Wegner	Suz
Rick Watson	KTM
Jonny Barr	Suz
250 JR	
Greg Gannon	Suz
Steve Clark	Suz
Rick Shuttleworth	Mai
OPEN JR	
Bob Prereina	Mai
Scott Templeton	Suz
Norman Tua	Suz
125 BEG	
Frank Tarantino	Hon
Robert Tucker	Suz
Mike Blake	Hon
MINI BEG	
John Galea	Yam
Mark Haupert	Suz
MINI JR	
Robbie Brown	Yam
Paul Wilkins	Yam
100 JR	
John Vasquez	Hon
100 PRO	
Ladell Eide	Hon
MINI INT	
Johner Kight	Yam
125 JR	
Steve Morefield	Hon
Brain Allen	Suz
Neil Petrillo	KTM
250 BEG	
Frank Tarantino	Suz
Don Ryan	Bul
Ken Regier	Yam
OPEN BEG	
William Pitts	Suz
Phil Gorgone	Suz
Bill Ammon	Suz

Scrambles Cycleland Speedway
Chico, Cailf.
Jan. 23, 1977
By Patty Piston

80cc MINI	
Brad Wilson	EX
Jim Souza	Ex
Bill Scott	Ex
100cc MINI	
Tom Dempsey	Int
Richard Fox	Jr
100cc JR	
Joey Nail	—
Curtis Anderson	
125cc JR	
Troy Cumings	
Tom Green	
Tom Pearson	
125cc INT/EX	
Scott Phillips	
George Bauder	
250cc	JR
Stan Capps	
Jim McMahan	
Jim Brubaker	
250cc INT/EX	
Maurice Merrill	Ex
George Bauder	Int
OPEN JR	
Paul Martin	
Mickey Clanton	
OPEN INT/EX	
Paul Jackson	Ex
Jack Jackson	Int
VETS	
Phil Frisbie	
Joe Brazil	
CONSOL	
Jerry Jackson	
Barney Wilson	
Dean Gardner	

Norcal MX
Hollister Hills
Hollister, Calif.
Jan. 30, 1977
By Steve Castillo

125 PRO	
Paul Turner	Hon
Rick Stadtmiller	Suz
Randy Kerslake	Suz
250 PRo	
Kipp Classen	KTM
Bob Myers	Mai
Paul Turner	Suz
500 PRO	
Jim Turner	Suz
Greg Douglas	Suz
Jerome Hyberger	Suz
VETS	
Paul Eaton	Suz
Fred Mathis	Yam
Terry Fish	Hon
OLD TIMERS	
Gary Arnold	Yam
Bill Chalkins	KTM
Carl Delong	Suz
MINI	
Chris Eaton	Suz
Curt Iselan	Suz
Joe Perry	Yam
MINI EX	
Mike Springer	Yam
Shawn Hantz	Yam
100 JR	
Rick Ryan	Suz
Bobbie Webster	Yam
Randy Robbins	Suz
100 EX	
Kent Woods	Suz
Joe Rezendes	Suz
Tom Dougherty	Yam
125 JR DIV I	
Steve Alarcon	Yam
Don Garber	Hon
Jim Barbuscia	Suz
125 JR DIV II	
Rom McRae	Hon
Larry Anderson	Hon
Rod Williams	Hon
125 JR DIV III	
Joey Schlag	Suz
Dave Deutch	Suz
Ricky Sanders	Hon
125 INT	
Ricky DeLong	Suz
Bill Leonheard	Suz
Bob Stewart	Hus
250 JR DIV I	
Ken Netto	Yam
Steve Youngblood	Suz
Tom Winkleman	Suz
250 JR DIV II	
Randy Hill	CZ
Steve Abbott	Suz
Mickey Agua	Suz
250 INT	
Phil Oveland	CZ
Tav Weinrick	KTM
Tim Smith	KTM
500 JR DIV I	
Paul Pearson	Mai
Ken Wallace	CZ
Alan Willis	Hus
500 JR DIV II	
Jeff Buchner	Yam
Ken Digges	Kaw
George Rady'	Hus

D-35 TT
Spinners M.C.
Porterville, Calif.
Feb. 6, 1977
By Cosmic Cat & Co.

NOV MINI	
Steven Hill	Suz
Ricky Deen	Yam
Mearl Barnett	Yam
JR MINI	
Mike Halr	Yam
Kurtis Wilder	Suz
Richie Morris	Suz
EX MINI	
Rob Ely	Yam
Robert Land	Yam
Chad Bettencourt	Yam
NOV 100	
Steve Lopez	Yam
Todd Copley	Yam
Don Turner	—
JR 100	
Brian Yocum	Yam
Bert Stephens	Yam
Randy Lowe	Suz
EX 100	
Mike Garrison	Yam
Tom Pritchard	Yam
Chad Bettencourt	Yam
NOV 125	
Boyd Timmerman	Yam
Marty Brown	Suz
Monty Greer	—
JR 125	
Bill Wilson	Yam
Ken McCoy	Hon
Kent Crd	—
EX 125	
Scott Cude	Yam
Bob Garrison	Yam
Rodney Sullivan	Yam
NOV 200	
Michael Podilla	Bul
Ronald Scarbrough	Suz
Tony Oxford	H-D
JR 200	
Dennis Longacre	Yam
Thomas Moore	Yam
Rick Alford	Yam
EX 200	
Lee Pritchard	Yam
Brad Helton	Yam
Rodger Lady	Yam
NOV 200	
Patrick Cocagne	Suz
Jimmy Deen	Yam
Darren Mitchell	Yam
JR 200	
Donny Adams	Yam
Rick Stafford	Yam
Lyle Attebury	Bul
EX 250	
Frank Adamo	Yam
Scott Podergois	Bul
Jim Birkle	Yam
NOV 500	
Ron Williams	—
Kent Canady	Yam
Stan Wheaton	Yam
JR 500	
Joe Schmitt	Suz
Jim McDonald	Yam
Rick Reoder	Yam
EX 500	
Scott Dinkins	Suz
Jim Birkle	Yam
Kenny Welch	Suz
OPEN	
Bob Young	—
Bud Sturgill	Yam
bob Stafford	BSA

Saturday MX
Saddleback Park
Orange, Calif.
Feb. 5, 1977
By Danny Raymond

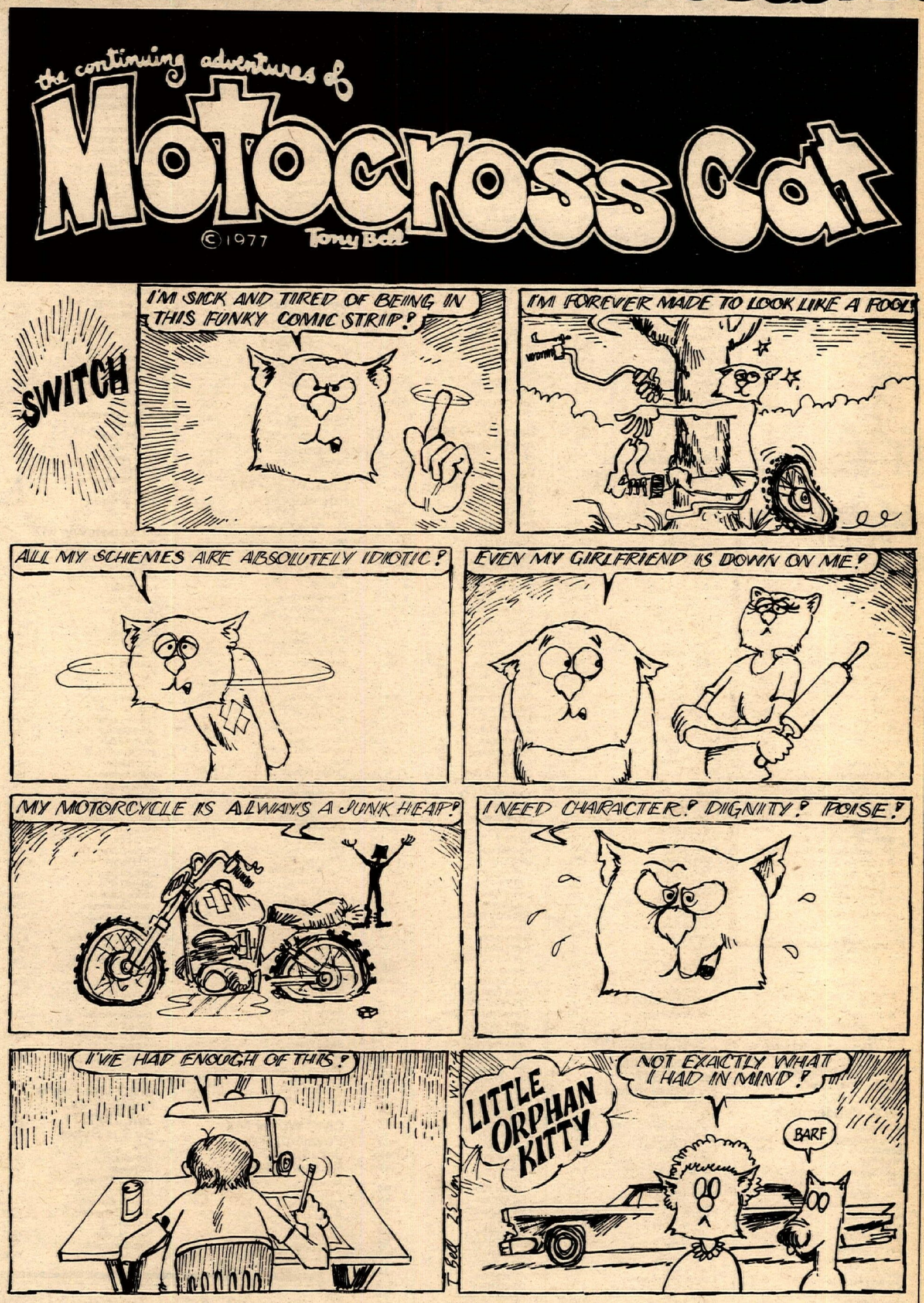
125 PRO	
Warren Reid	Hon
Arden Hadley	VH
Kurt Sofka	Yam
OPEN PRO	
Richee Collins	KTM
Lance Moorewood	Suz
Pete Maly	CZ
250 PRO	
James Weinert	Kaw
Ron Turner	FMF
Bill Rubly	Mai
125 JR	
Vance Qualls	Hon
Tom Bell	Suz ½
Hal Edwards	Suz
OPEN JR	
Kirk Williams	Mai
John Steele	Yam
Robert Draver	Mai
125 BEG DIV I	
Robert Tucker	Suz
Mike Gilles	Hon
John Mason	Hon
125 BEG DIV II	
Randy Williams	Hon
Danny Boesder	Hon
Ricky Umbarger	Suz
MINI Beg	
Steve Liedberg	Yam
Mark Haupert	Hon
Greg Wolfe	Hon
MINI INT	
Ross Klatt	Yam
100 BEG	
Danny Baker	Hon
Nick Aekley	Yam
100 JR	
Randy York	Yam
Scott Phelps	Yam
250 JR	
Greg Earle	Hus
Allen Egbert	Suz
Greg Pagan	Suz
250 BEG	
Mark Anderson	Suz
John Seage	Suz
Ed Ruwlandger	Suz
OPEN BEG	
Rick Gurr	Yam
Mike Stell	Mai
Frank Browne	Suz
250 INT	
Jonny Clopton	KTM
Fulton Tidwell	Oss
Kory Andrew	Mai
OPEN INT	
George Wegner	Suz
Jim Bletnick	Mai
Steve Fean	Bul
125 INT	
Ty Richey	Hon
Dean Howard	Suz
Steve Ackerson	Hon

Motocross
Marysivlle, Calif.
Feb. 6, 1977
By Bad Brad

80 MINI NOV	
Andy Pelliccione	Yam
Greg Van Dusen	Suz
Pat Piazza	Suz
80 MINI AM	
Tim Rosenburg	Yam
Greg Vlahos	Suz
Ricky Kirby	Suz
80 MINI EX	
Steve Vlahos	Suz
Tom Hall	Yam
100 MINI NOV	
Kris Morris	Suz
Richard Dobbins	Suz
100 AM MINI	
Dewayne Sweet	Suz
Steve Jiminez	Suz
Brad Emery	Yam
100 MINI EX	
Jimmy Robertson	Suz
100 NOV	
Scott DeRoco	Yam
Jerry Gordon	Yam
Stacy Nick	Suz
125 NOV DIV I	
Jeff Hammond	Suz
Brett Coulson	Suz
Glen Rosenburg	Suz
125 NOV DIV II	
Brad Harrison	Suz
Nick Casheros	Suz
Leon Ellis	Suz
125 AM	
Jay Schroeder	Suz
Dana McGothlin	Suz
John Land	Suz
125 EX	
Jim Lesniewski	Suz
Jeff Watts	Hus
Ron Junkert	Suz
250 NOV	
Tom Kageman	Suz
John Volk	Yam
Nick Jarrell	Suz
250 AM	
Starr Needham	Mai
Kave Kindent	KTM
Byron Goree	Kaw
250 EX	
Bill Swartz	Mai
Ron Junkert	Suz
Wayne Archer	KTM
OPEN NOV	
Chuck Perkins	Suz
Rollie Waldow	Yam
Rodger Mills	Mai
OPEN AM	
Mike Bright	Suz
Ken Strauch	Suz
Ed Santin	Yam
OPEN	EX
Delno Becker	KTM
Jeff Loft	Mai
Jim Moe	KTM
POWDER PUFF	
Vickie Devaughn	Yam
Valerie Ferguson	Hon
Marcy Lewis	Suz
OLD TIMERS	
Elmer Kraus	Hon
Dave Raymond	Suz
Fred Fallon	Mai

TT Scrambles
Elsinore Rcwy
Elinore, Calif.
Feb. 5, 1977
By Andi Gangewer

COMB.	
Darren Hulbert	Yam
Ken McIntire	Hon
Jim Livingston	Yam
100 Comb	
Chris Marrotte	Yam
Wayne Beebe	Suz
Scott Tiegie	Yam
125 BEG	
Steve Beck	Hon
Jeff Chandler	Yam
Dan Davis	Yam
250 BEG	
Jim Cessna	Suz
Ted Riley	Yam
Jack Peek	Hon
125 NOV	
Frank Artiglio	Hon
David Hulbert	Yam
Gary Patterson	Suz
250 NOV	
Tom Hughes	Oss
Scott Douglas	Bul
Ben Meyer	Yam
OPEN NOV	
Orlando lamboy	Yam
Bruce Windham	Yam
Donald Hoyt	Yam
SPEC NOV	
Tom Hughes	Oss
Bruce Windham	Yam
Ric Emmal	Yam
125 AM EX	
Steve Griffith	Yam
Mark Ledbetter	YZ
Steve Karstan	Yam
250 AM	
Mike DeBruyn	Yam
Duane Gallager	Yam
Robert Callaway	Kaw
250 EX	
Joe Steffen	Yam
Danny Perkins	Yam
Rob Selvy	Yam
OPEN AM	
Richard Sanders	Suz



Sam Thomas	Yam
Joel Windham	Yam
OPEN EX	
Don Frauenberger	Yam
Jim Redding	Yam
Steve Tinsley	Bul
SPEC EX	
Joe Steffen	Yam
Joel Windham	Yam
Mike Ochs	Hon

A.M.E. MX
Bakersfield, Calif.
Feb. 6, 1977
By Lee Taylor

MINI JR	
Jeff Stanford	Yam
Mark Clark	YZ
Patrick McConnell	Yam
MINI INT	
Allen Sekeres	yam
Rick Hemme	Suz
John Hemme	Suz
MINI EX	
Steve Schmitz	Suz
Mike Yafchak	Yam
Ronnie Graves	Yam
100 BEG	
Mike Christian	Hon
125 BEG	
Jerry Boyd	Yam
David Camarena	Hon
Steve Woodard	Hon
250 BEG	
Guy Trowbridge	Yam
Kyle Lessley	Hon
Karl Haas	Suz
500 BEG	
John Simpson	Suz
Terry Brewer	Suz
100 JR	
Bill Davidson	Yam
Scott Rousell	Suz
Randy Young	Suz
125 JR	
Kirk Sturgeon	Hon
Greg Taylor	Hon
Mark Bledsoe	Hon
250 JR	
Lee Norton	Pen
Tom Schroeder	CZ

RESULTS

Greg Winters Kaw
500 JR
Tom Church Hus
David Rogers —
100 INT
Tim Wilborn Suz
Mike Yafchak Yam
125 INT
Mark Abler Suz
Jeff Stubblefield Suz
Greg Torgerson Hon
250 INT
Brent Petersen Bul
Doug Heil Suz
Dave Roark —
500 INT
Steve Williams Yam
Don Hopkina Yam
Eric Wachter Mai
100 EX
Steve Schmitz Suz
John O'Mara Suz
Kenny Spiker Suz
125 PRO
Bobby Jones Hon
Dave Eropkin PK
Doug Nicol Hon
250 PRO
Parry Klassen KTM
Mark Gambetta KTM
Don Hansen Mai
500 PRO
Rick Salmon Mai
Tom Claire Mai
Dave Haugh Mai
VETS
Carl Casanova Mai
Frank Roseberry Mai
Frank Fernandez Yam
WOMEN'S DIV
Rox Ann Dougherty Hon
Pat Holland Hon

CMC Motocross Saddleback Park Orange, Calif. Feb. 6, 1977 By Patti Trotter

100 JR
Rick Clawson Yam
Bill Grisham Hon
Rick Savers yam
100 INT
John Layne Hon
Bryan Jordon FMF
Rick Simmons Yam
125 PRO
Danny Turner FRA
David Taylor DG
Ron Turner FMF
125 INT
Brett Meyer DG
Mike Lewis Hon
Brad Smith Suz
125 JR
Jeff Bottema DG
Mark Iwakiri Suz
Dee Tryon FMF
250 PRO
Robert Elliott Suz
Mike Bell DG
Val Tamietti Mai
250 INT
Jonas Gaaf Suz
Burt Wald Suz
Bob Cochran C-A
250 INT DIV II
Gary Gonzalez Mai
Walt Olson Mai
Allan Kent KTM
500 PRO
Gaylon Mosier Mai
Scott Gillman Yam
Rich Thorwaldson Suz
500 INT
David Biddlecombe Suz
Bill Haney CZ
Tim Sarian Mai
500 JR
Robert Bourne Bul
Mike McClure KTM
Randy McKee MCA

AMC Motocross Carlsbad, Calif. Feb. 6, 1977 By S. Vandermark

MINI BEG
Greg McConnell Yam
Scott Davis Hon
MINI INT
Mike Urgo Yam
MINI PRO
Rick Johnson Suz
Bryon Antonacci Suz
Mike Toycen RR
100 BEG
Dyle Halkola Yam
David Conrad Suz
Randy Robinson Suz
100 JR
Tommy Higgins Suz
Patrick Taylor Hod
Randy Moos Hon
125 BEG
Chris Harrold Yam
Mark Brown Yam
Pam Montague Suz
125 JR
Craig Johnston Yam
Vance Qualls Hon
Doug Lott Hon
125 INT
Joel Moore Hon
Richard Arnold Hon
Scott Anderson Yam
250 BEG
Ken Melody Mai
David Paddock Suz
George Kemper Bul
250 JR
Louie Russo C-A
Eric Thaohum Suz
Roger Oien Suz
250 INT
Gary Cox Mai
Rick Cavish Suz
Bud Anderson Suz
OPEN BEG
Leonard Olsen Suz
Rick Hagg Suz
Ed Dougan Hus
OPEN JR
Scot Harrison Suz
Bill Ferrand Suz
Scott Templeton Suz
OPEN INT
Dave Arnold Hon
Charles Ball Yam
David Cox CZ
OPEN SR
Mike Lillevig Bul
125 PRO
Warren Reid Hon
Brian Myerscough Suz
Curtiss Tyree Hon
250 PRO
Marty Smith Hon
Nelson Whitehill Hus
Richard Kastner Bul
OPEN PRO
Tommy Croft Hon
Jeff Witherall Mai
Dave Gerig Suz

Hillclimb Results DeAnza Cycle Park Sunnymead, Calif. Feb. 6, 1977 By Ann A. Powell

MINI CLASS
Gary Thorton Yam
125 CLASS
Perry Edwards Yam
250 BEG
Bob Reed Yam
Ray Asaro Hus
250 STOCK
Kerry Peterson H-D
Dick De Rosa Yam
250 MOD
Kerry Peterson H-D
360 Stock
Joe Graper Hus
360 MOD
Craig Mock Yam
400 STOCK
Kerry Peterson Mai
400 MOD
Kerry Peterson Mai
450 STOCK
Elden Peterson Mai
450 MOD
Dick De Rosa Yam
Elden Peterson Mai
500 STOCK
Clyde Peterson Yam
Kent Morgan Yam
500 MOD
Kent Morgan Yam
Elden Peterson Mai
650 STOCK
Tom LaRue Tri
Vince Vinson Tri
Tom Daugherty Tri
650 MOD
Dick De Rosa Yam
Neal Mackel Yam
Bill Correll Tri
OPEN
Neal Mackel Tri
Bill Correll Tri
Ron Saffel Tri
TOP ELIMINATOR
Neal Mackel Tri

Corona Short Track and Half Mile Corona, Calif. Feb. 2, 1977 By Elaine Jones

SHORT TRACK
MINI
Darren Hulbert Yam
Bobby Garabedian Yam
Chris Gables Yam
125cc NOV
David Hulbert Yam
Doug Yarnell Yam
Eddie Tafoya Yam
125cc AM/EX
Todd Brown Yam
Terry McCreery Kaw
John Silva Kaw
250cc NOV
Bob Callaway Kaw
Ron Hlavka Kaw
Dennis Pinheiro Suz
250cc EX
Ted Davidson Yam
Dylan Neihart Yam
Brian Thompson Yam
OPEN NOV/AM
Ray Lovell Yam
Greg Johnson Yam
Dennis Pinheiro Suz
OPEN EX
Dylan Neihart Yam
Billy Brooks Hon
Dave Johnson Yam
MONEY
Wayne Rainey Ya
Mike Minnig Yam
Danny Perkins Yam
HALF MILE
MINI
Darren Hulbert Yam
Chris Gables Yam
Bobby Garabedian Yam
125cc NOV
David Hulbert Yam
Doug Yarnell Yam
Eddie Tagoya Yam
125cc AM/EX
Todd Brown Yam
Terry McCreery Kaw
Fred Conover Kaw
250cc NOV
Bob Callaway Kaw
Ron Hlavka Kaw
Dennis Pinheiro Suz
250cc EX
Danny Perkins Yam
Brian Thompson Yam
Stan Kinsey Yam
OPEN NOV/AM
Ray Lovell Yam
Greg Johnson Yam
John Perez Suz
OPEN EX
Ted Davidson Yam
Steve Fortune H-D
Brad Hurst Tri
MONEY
Wayne Rainey Yam
Ted Davidson Yam
Eddie Lawson Yam

Boss CMC MX Argyll Park Dixon, Calif. Feb. 6, 1977 By Sallee Hilton

OLD TIMER NOV
Carl Leihr Bul
Fred Parsen Suz
Vernon Howell Tri
VETS NOV
Paul Wargo MV
Denny Nugent Suz
Jim Stanhope Yam
OT & VETS INT
Al Baumann KTM
Gary Arnold Sr Yam
Bill Mooney CZ
WOMENS DIV
Dona Putney Yam
Joyce Ford Hon
Jan Wheeler Hon
MINI NOV
Todd Anselmo Yam
Chris Carmen Hon
Paul Johnson Yam
MINI INT
James Dickman Yam
Frank Blake Suz
Bobby Moore Ita
MINI EX
Greg Bonovich —
Tyson Vohland Yam
100 NOV
Mike Beier Suz
Scott Stanley Hon
Ron Hess Suz
100 INT
Ron Brown Yam
Bill Carlson Yam
Jeff Akers Yam
100 EX
Steve Ahart Yam
Rick DeLong Suz
125 NOV DIV I
Dennis Brown Suz
Brian O'Dell Hon
Bob Ewald Hon
125 NOV DIV II
Joey Schlag Suz
Ed Cummins Hon
Scott Rebuck Hon
125 NOV DIV III
Steve Neiswonger Yam
John Jacobs Yam
MikeChauncey Hon
250 NOV DIV I
Mike Dickman KTM
Rick Van Drimmelen —
Mike Lowater Suz
250 NOV DIV II
Mickey Agua Suz
LEo Agbulos CA
Bill Landers Suz
OPEN NOV
Craig Bell Suz
Paul Wargo MV
Mike Bell Suz
125 INT
Marvin Woods Yam
Bill McNair Suz
Mark Christman Suz
250 INT
Scott Perry Mai
Jeff Timmerman KTM
Darrell Burt Suz
OPEN INT
Mike Miller Mai
Dan O'Hare Suz
Norman Kramer Yam
125 EX
Magoo Chandler KTM
Phil Crane Suz
Pat Richter Suz
250 EX
Magoo Chandler KTM
Pat Richter Suz
Kipp Classen KTM
OPEN EX
Ted Rogers KTM
Renny Bruns Hus
Kent Classen KTM

Over the Hill Gang MX Escape Country Trabuco, Cyn., Calif. Jan. 30, 1977 By Bang Bang BoBo

EX
Stubby Steve Yam
Dippy Del Ark
AM
Beautiful Bruce Mai
Doper Dave C-A
INT
Flippin Fred Hus
Rathole Rocky Yam
Lewd Lou CA
NOV
Du Du Dan CZ
Beaver Ben Hus
Lizard Lou Hon
BEG
Jerryrig John Yam
Lumpy Leon CZ

Desert Classic Borderland MX Park El Paso, TX Jan. 30, 1977 By E.Wright

125. 250, OPEN EX
Scott Logston Yam
Maby McIntyre Yam
Andy Palafox Pen
Dennis Patton Yam
AM
Chuck Vice Yam
Arnold Peacock Yam
Dan Balkovetz Yam

CMC Winter MX Puyallup, WA. Jan. 9, 1977 By Sue Sykes

MINI EX
Ken New Yam
Roger Kenny Yam
Phil Larson Suz
MINI JR
Steve Stumpf Yam
Joel Straub Yam
John Spooner Yam
100 INT
Jim Anderson Hon
Phil Larson Suz
Bill Rowland RS
100 JR
Craig Ehnat Yam
Brett Young Suz
Steve Spooner Yam
125 PRO
Larry MacKenzie Yam
Gary Racca Hon
Ron Dimeo Yam
125 INT
Duane Marker FMF
Sam Raphael FMF
Rob DiMarco Hon
125 JR
Mark Springer Yam
Doug Smith Hon
Ted Johnson Hon
250 PRO
Mark Gregson Kaw
Randy Schweizer Mai
Chris Moritz Kaw
250 INT
David Hashman Hus
Geo Bakker Suz
Dana Rogers Suz
250 JR
Brian Hahn Suz
Ron Slee Hon
Rhett McCormick Hus
OPEN PRO
Mark Gregson Kaw
Randy McAllister Mai
Randy Schweizer Mai
OPEN INT
Rick McUne Suz
Steve Peters Yam
Jim Myers Bul
OPEN JR
Dan Wangler Suz
Richard Olsen Mai
Terry Ohnsager Hus

CMC Winter MX Puyallup, WA Jan. 16, 1977 By Sue Sykes

MINI EX
Phil Larson Suz
Dana Kuchan Suz
Roger Zoerb Yam
MINI JR
Joel Straub Yam
John Spooner Yam
Lorne Henrikson Yam
100 INT
Terry Hofoss Hon
Ronnie Eidal Yam
Jim Anderson Hon
100 JR
Craig Ehnat Yam
Steve Spooner Yam
Bruce Irwin Suz
125 PRO
Larry MacKenzie Yam
Gary Racca Hon
Clint Calhoun RS
125 INT
Duane Marker FMF
Terry Hoffoss Hon
Rob DiMarco Hon
125 JR
Rod Casper Suz
Ted Johnson Hon
Doug Smith Suz
250 PRO
Mark Gregson Kaw
Bill Joyce Suz
Gary Potts Suz
250 INT
Duane Barnes Suz
Jeff Birkestol Yam
Rick McUne Suz
250 JR
Alan Snell Suz
Brian Hahn Suz
Rhett McCormick Hus
OPEN PRO
Mark Gregson Kaw
Lon Lewis Yam
Randy Schweizer Mai
OPEN INT
Floyd Chase Hus
Sam Furer Suz
Mike Wood Suz
OPEN JR
Dave Clarke Suz
Greg Buechel Suz
Terry Ohnsager Hus

Action Rcwy. MX Corning, Calif. Jan. 31, 1977 By. L. Moore

PEE WEE
Sean Lollar Hon
John Carpenter Hon
MINI EX
Billy Scott Yam
MINI INT
Bobby Moore Int
MINI JR
Gerry Jones Yam
JIM Bob Taylor Yam
Tommy Seidel Suz
100 JR
Danny Dugan Yam
Jerry Smith Suz
Keith Tabb Suz
125 JR
Cliff Beebe Hon
Bob Dorman Hon
Brent Krick Yam
250 JR
Dennis Cassidy Kaw
Jim Brubaker Bul
Dennis Frisbie Hus
OPEN JR
Roger Lollar Mai
Phil Frisbie Hus
Jeff Johnson Yam
125 INT
Lance Lollar Suz
Dale Castleman Suz
Danny Villoptpo Yam
250 INT
Mike Yochum KTM
Kevin Borror Suz
Jason Lamoureaux Yam
OPEN INT
Tom Cargile Yam
Donnie Moss Hus
OPEN EX
Tad Gumbmann KTM
250 EX
Mark Mattheisen KTM
125 EX
Matt Coleman Yam

CMC Motocross Puyallup, WA Jan. 23, 1977 By Sue Sykes

MINI EX
Phil Larson Suz
Ken New Yam
Richard Shewmaker Suz
MINI JR
John Spooner Yam
Darren Schmor Yam
100 INT
Terry Hofoss Hon
Sam Baderdeen Suz
Ronnie Eidal Yam
100 JR
Marc Anderson Yam
Craig Sawyer Suz
Steve Spooner Yam
125 PRO
Larry MacKenzie Yam
Tom Peterson Yam
Mel McCormick Suz
125 INT
Duane Marker FMF
Terry Hofoss Hon
Rob DiMarco Hon
125 JR
Doug Smith Suz
Don Knoblauch Yam
Steve Gabrilson Suz
250 PRO
Mark Gregson Kaw
Bill Joyce Suz
Gary Potts Suz
250 INT
Duane Barnes Suz
David Hashman Hus
Rick McUne Suz
250 JR
Brian Hahn Suz
Rhett McCormick Hus
Don Wangler Suz
OPEN PRO
Mark Gregson Kaw
Rick Weidman Hus
Randy McAllister Mai
OPEN INT
Alan Snell Bul
David Stephans Suz
Scott Smith Mai
OPEN JR
Don Wangler Suz
Steve Ware Yam
Dale Hodson Hus

Scrambles Cycleland Speedway Chico, Calif. Feb. 6, 1977 By Patty Piston

80cc MINI
Jimmy Souza Yam
Timmy Aston Suz
Brad Wilson Suz
100cc MINI
Jeff Fuller Suz
Richard Fox Yam
100cc JR
Joey Nail Suz
125cc JR
Troy Cummings Suz
Tom Green Suz
Dutch Padgett Hon
125cc INT
Dale Hansen Yam
250cc JR
Darren Frisbie CZ
Dan Frisbie CZ
Kevin Green Coo
250cc INT
Bob Hurst Suz
OPEN JR
Rick Perez Bul
Phil Frisbie Hus
Mickey Clanton Suz
OPEN INT
Dave Ryan Yam
OPEN EX
Dennis Frisbie CZ
CONSOL
Roy West Yam
Allen Niehues Suz
Steve Linnet Bul

MX Cycleland Speedway Chico, Calif. Jan. 30, 1977 By Patty Piston

80cc MINI
Brad Wilson Suz
Timmy Aston Suz
60cc MINI
Larry Azevedo Ind
100cc MINI
Tom Dempsey Yam
100cc JR
Curtis Anderson Yam
125cc JR
Tom Green Suz
Troy Cummins Suz
Dave Evers Yam
125cc INT EX
George Bauder Suz
250cc JR
Alex Shakas Suz
Jim McMahen Suz
Vic Hagen C-A
250cc INT/EX
George Bauder Suz
Dave Coker —
OPEN JR
Alan Jones Bul
OPEN INT/EX
Jack Jackson Kaw

Northern California's Classic MX Course
Winter Championship Series Motocross
Sears Point Raceway Feb. 27th
Gates open 6:30 am Practice 8 am Novice to Junior $8.00
Spectators & Pit $3.00 100% payback to Experts
Experts $15.00 125 — 250 — Open classes
Hwy. 37 & 121, Sonoma, CA
Rain or Shine 707-938-8448

CALENDAR

Calendar listings are a free reader service. All information is the responsibility of the event promoter. To be certain, call the phone number listed before going to an event.

February 16

R.A.C.E. HALF MILE & SHORT TRACK
Corona Rcwy., Hwy 91 & Buchannon, Corona, CA. All classes. P.O. Box 55144 Riverside, CA. 92507. 714/735-1705

February 18

CMC NIGHT MOTOCROSS
Irwindale Rcwy., Irwindale, CA., at 605 and 210 Frwys. Pit opens 4:30 p.m.; sign 'til 6:30; prac. 6-7:00; race 7:30 p.m. Every second Friday of month is Points Night. Buy entry at track night of event. 714/557-3323

R.A.C.E. MOTOCROSS
Corona Rcwy., Hwy. 91 & Buchannon, Corona, CA. Mini thru Open, $50 bounty. 100% p.b. to Ex. 714/689-1913, 735-1705.

SPEEDWAY ON ICE
Tucson Community Center, Tucson, AZ. Class "A" speedway riders by invitation. 21 race program, $1,750 purse. 806/352-6089.

February 19

D-36 INDOOR SHORT TRACK
YMCA Benefit series held Jan. 15 & 29, Feb. 19, 26. Hi Point series. Washoe Cty. Frgnds., Reno, NV. Sign 3-5 p.m.; race 7:00 p.m. Entry $5, 2nd bike $2.50, pits $4, spectators $2.50; kids under 12 50–. Western States Racing Assn., Box 7244, Reno, NV 89502. 702/358-0170 evenings.

SADDLEBACK SATURDAY MX
Saddleback Pk., Orange, CA. Gate opens 7:30 ($600 purse), prac. 8-8:30, race [illegible] 40 min, others 30 [illegible]. Entry $8, Pros $13. No membership or mail entry req'd. 33.33% trophies. 714/830-8010.

R.A.C.E. MOTOCROSS
Corona Rcwy., Hwy 91 & Buchannon, Corona, CA. Mini thru Open, 100% p.b. to Ex, 714/689-1913, 735-1705.

TT SCRAMBLES
Elsinore Rcwy., Hwy. 71 at Lagonia Ave., Elsinore, CA. Sing up 6 pm, prac 7, race 8. Gate $2, race $3. 20% brass. Clubs and groups welcome, ride own class. Beg. thru Ex. 714/674-5383, 826-2386.

D-36 HARE SCRAMBLES
Knob Hill Cy[illegible] ark, Pescadero. [illegible] ro-Mem[illegible] Hwy. 1, [illegible] and driveway past [illegible] 10-mi. loop, park closed to trail riders, park opens 8 am. 415/879-0298
Rescheduled for Feb. 20

MOTORCYCLE SWAP MEET
Kawasaki Escondido, 1460 W. Mission, Escondido, CA. Free to buyers and sellers. 714/745-1615.

February20

TARANTULA CROSS COUNTRY RACE
22 mi. south of Alamogordo, NM, on US 54. Prarie Dawg M.C. $1500 minimum Expert purse. Riders mtg. 8 am, start 9. Experts go 135 mi.; Sptsmn 90, women 45. Also Mini class. Entry $23 Ex.; $18 Sptsmn.; $13 Women & Mini. Over 40 class same distance and entry as Sptsmn. Entries must be received by Feb. 13. 300 rider limit. P.O. Box 1192, Alamogordo, NM, 88310. 505/437-4150 days, 437-0745 437-7082 after 6 pm.

CRC CANDY ASS ENDURO
Sidewinder Rd., Barstow, CA. A,B,&C riders, 1st loop easy, 2nd challenging. Women, Minis, C-16 go 1 loop. Club challenge; 5 ft. trophy to best 10 scores out of max. 15 riders. Family teams free, others add $1 per rider. $11 mail entry, $13 post, CRC memb. $2 discount Entry and 2 SASE to CRC, 7601 Arlington, Riverside, CA 92503. 714/689-6114 days.

HIGH MOUNTAIN ENDURO
Cal Poly Penguins' 27th annual High Mountain Enduro. 40 mi. east of San Luis Obispo, CA, on Hwy. 58. 130-mi., spark arrestors req'd. Contingency prizes to all classes. $10 mail entry, $12 post if avail. Camping avail. Send any entry form and 2 SASE to Cal Poly Penguins, Cal Poly ASI Box 111, San Luis Obispo, CA 93406. 805/544-9545.

CMC MOTOCROSS
Saddleback Park, Orange, CA. Open 7:30 a.m.; sign 8-9:00; prac. 8-9:00; race 9:30 a.m. Jrs., Ints. $7 mail, $10 post. Pros $12 mial, $15 post entry. 714/557-3323. CMC, Box 1402, Costa Mesa, CA 92626.

AME MOTOCROSS
Sprockets Park, Bakersfield, CA. Gate opens 7 am, prac. 8, race 9. Post entry only, $8 Sptsman, $12 Pros. Memb. required $8. 40% brass to Sptsmn. AME, P.O. Box 1421, Reseda, CA 91335. 213/881-5770.

SRA CALICO ENDURO
Randsburg, CA, area. Burro races and flapjack dinner Sat. nite. First event in Smuggler Series. 65-mi. course, women and minis go one loop, men go two. SRA comp. license req'd. SRA, 1744 Carson St., Torrance, CA 90501. 213/320-1015.

D-36 SAWMILL ENDURO
Upper Lake, CA. CC Camp. Key time 8:00 a.m. Classes: 125cc; 126-250cc; 251-Open; A,B,C. License plate or sticker required. Spark arrestors required Pre entry $10; post $12.50; 3-man Team adds $3. Finisher pins. 707/539-5394 or 823-4993.

DRA HARE SCRAMBLES
California City, CA, south of Galileo Hill. Start 9:30 am, 3x20 loop. 20% trophies, $3000 med. ins., $380 purse, catering, 4/wheel rescue. Limed from 17 mi. north of 4/Corners on left side Hwy. 395 and from Cal City Golf Course. 714/373-4647.

MRAN HARE SCRAMBLES
Eldorado Valley, 20 mi. So. of Las Vegas, NV. Limed from Railroad Pass, 5 mi. So. of Hwy. 93/95 junct. 2 40-mile virgin loops. Entry $9. 1401 So. Main, Las Vegas, NV. 702/382-7990.

CMC MOTOCROSS
Mountain High Internat'l, 34 mi. NE of Fresno, CA. Hwy. 99 to Hwy. 41 to North Fork, O'Neals turnoff to rd. 200 to rd. 221 (14 mi.). If coming from north Hwy. 99 to Madera Hwy. 145 to Hwy. 41 and follow lime. 100% Pro p.b., 30% brass. Entry $7 mail, $9 post, $15 Pro. 5780 E. Holland, Fresno, CA 93727. 209/291-8793.

SHORT TRACK/HALF MILE SCRAMBLES
SSS Raceway, San Antonio, Tx. Cassing exit from Hwy. 35, track on Somerset Rd. Time trials 11 am, race 1 pm. 927-3650.

ALL-JUNIOR MOTOCROSS
Carlsbad Rcwy., Carlsbad, CA. USGP course, no Experts. Signup 7 am, prac. 8, race 9. Entry $7. Junior and Int. classes. 714/560-0426.

CMC MOTOCROSS
Puyallup Rcwy., 5 mi. South of Puyallup, WA, on Meridian Ave. South. $500 pro purse at each race. Gate open 8:30 am, signup 8:30-9:30, prac. 10-10:45, race 11. Entry $6, $10 Pro. Tech inspection all races. CMC lic. req'd., $8 at track. 206/631$-1550.

MOTOCROSS
Mosier Valley MX Park, Arlington, TX. Rain or shine $663 guaranteed purse or 50% of gate if rain. Brass to six places. Free keg beer. Gate $3, Nov. entry $5, Int. $6, Ex. $7. Nov. prac. 9 am, race 10. Int/Ex. prac. 1 pm, race 1:45. Payoff to Senior classes only. All classes. 817/277-9917, 267-9153, 236-8138.

MOTOCROSS
Motorcycle Rcwy., Oklahoma, City, OK. 405/627-3989.

AMA D-36 ROUGH SCRAMBLES
Pioneer Arena, Oakdale, CA. South off Hwy. 120 on Pioneer Ave. Signup 7:30-10 am, prac 9-11, race noon. $5 entry, semi-pro $5 at gate, $2.50 signup, 100% p.b. of total. $25 add. purse in each expert class. 9600 Pioneer Ave., Oakdale, CA 95361. 209/869-1457.

MOTOCROSS
Edwards AFB, corner Forbes and Lancaster Ave. Desert Wheels MC. Signup 7:30-9 am, race 9:30. Beg., Jr., Int., Ex. Entry $6, Ex. $8, gift cert. to 1st two Ex. 33% same day brass. Free overnight camping, no charge for spectators. P.O. Box 37, Edwards, CA 93523. 805/258-4250.

CRC RENEGADE GP
Indian Dunes, Valencia, CA. 3-mi. course incl. Internat'l track. 50-min. races, fin. pins., 20% trophies, cash to Pro. Entry $12 mail, $15 post & all Pros. Double points. Entry, 2 SASE to CRC, 24518 Island, Carson City, CA 90745. 213/830-7519.

D-36 SCRAMBLES
Sacramento Rcwy., 5305 Excelsior Rd., Sacramento, CA. Signup 8:30 to 10:30 am, prac. 10-11, 1st race noon. Entry $5. Open traction but class C works. 916/363-2653

D-37 HARE SCRAMBLES
Lucerne Valley, CA. Limed from Y cafe to Camp Rock Rd. 10 am start, $8 entry. Saturday Kid's race, 2 pm start, 100% trophies, fin. pins, $3 donation per entry to Rescue 3. Prospectors M.C., 1545 W. 219th St., Torrance, CA, 90501. 213/328-1415.

D-36 SEMI PRO HALF-MILE
Orland, CA. All Classes, incl. minis. Spec. 750cc class for Jr. and Ex. Med. ins. Gate open 7 am, prac. 10, race noon. Aragon M.C., P.O. Box 1311, Novato, CA 94947. 415/892-5350.

ITA TRIALS AND SCHOOL
Saddleback Park, Orange, CA. Signup 8:30, riders mtg. 9:45, competition starts 10. Entry $5, non-memb. $7. Beg., Nov., Am., Ex., Women., Sr. classes. School taught by Expert rider. Trophies to top 25% of each class. 714/879-0570.

ECRA MOTOCROSS
Escape Country Racing World, Trabuco Cyn., CA. Classes: 1st Day, Beg., Nov., Int., Ex., Pro. Entry for memb. $7, Pros $10. Non-memb. $10/$15. 100% p.b. to Pros. 714/581-6400.

D-36 MOTOCROSS
Under the "E" St. Bridge, Marysville, CA. Hwy 70 to N. Beale Rd., Shad Rd. fishing access over levee to track. Gate open 7am, prac. 9, race 10. Entry $8 sptsmn., $15 Ex, $3 spec. All classes plus PP, OT, & Mini. 2113 Paseo Ave., Live Oak, CA 95953. 916/695-2727.

B.O.S.S./CMC SEMI PRO MX
Argyll Park, 13 mi. south of Dixon, CA on Hwy 113. Nov: gate open 6:30, race 8:30, Int/Pro: sign by noon, race 1 pm. Part of 6-race "Husky series." Entry $8/$15. 2210 Kimwood Ln., Rancho Cordova, CA 95670. 916/635-5240.

CMC YOUTH MX
Helvetia Park, I-80 to Harbor turnoff, W. Sacto., CA, north along river 7 mi. Gate opens 7:30, race 10. 60-80-100cc classes, Jr-Int-Ex. 30% brass. 2210 Kimwood Ln., Rancho Cordova, CA 95670. 916/635-5240.

AMC MOTOCROSS
DeAnza Park, Sunnymead, CA. Gate open 7 am, prac. 8-9, race 9:30. No mail entry. $7/$12 post, $2 xtra non-memb. $3000 med. cov. 30% same day brass, 100% p.b. to Pros 714/581-2778.

MOTOCROSS
Sunshine Cycle Pk., Tucson, AZ. I-10 to Paloverde, south to track. Gate opens 8:30 am, prac. 9, race 10. Entry $8, Pros $12. 100% Pro p.b. Phoenix riders pay only $3 admission (except Pros). 602/795-1490.

D-37 TT SCRAMBLES
Elsinore Rcwy., Elsinore, CA. Hwy. 71 at Lagonia. Lightweights M.C. 213/860-4565.

HARE SCRAMBLES
Cyclerama, 13515 Bluewing Rd., San Antonio, TX. Entry $6, start 12 noon. 512/736-2891, 633-2296.

CMC MARATHON
Cycleland Speedway, 14 mi. south of Chico, CA. 1-2 riders per bike. Start times: Mini, OT, PP, 9 am; 125cc 10:45; 250cc 1 pm; 2:45 for Open. Signup 'til 15 min. before race. Open traction. Call if in doubt due to rain. 916/342-9302, 342-4216, 342-4552.

HARE SCRAMBLES
Cowhouse Motorcycle Park, Ft. Hood, TX. Enter main gate from Hwy. 190 and follow arrows. Noon start, $6.50 entry. 817/532-5386.

SPEEDWAY PRACTICE
Elsinore Rcwy., Hwy 71 at Lagonia, Elsinore, CA. New track. 714/674-5383, 826-2386.

D-36 EUROPEAN SCRAMBLES
Prison Hill Track, limed from south of Carson City, NV. Entry $10. First race 9 a.m. Free camping, bring water. Staggered sign up and races every half hour. Box 896, Carson City, NV 89701. 702/883-1137. 125 250, OT, Open.

February 20-21

MOTOCROSS PRACTICE
Desert Cycle Park, 19 mi. west of Lancaster, CA, on Hwy. 138 West. $8 for 2 days. Beginner and experienced rider's tracks. Overnight camping, bike rental. Dr. Antonio Kustein, P.O. Box 3378, Culver City, CA 90230. 213/655-3441 days, 829-2535 eves.

D-36 SEMI PRO M[illegible] OCROSS
Knob [illegible] le Park, Pes[illegible] ark open 7 am. Park is open for trail ride. 415/879-0298.
CANCELLED

February 23

R.A.C.E. HALF MILE AND TT
Corona Rcwy., Hwy 91 & Buchannon, Corona, CA. All classes. P.O. Box 55144 Riverside, CA, 92507. 714/735-1705

February 25

ROAD RACING SCHOOL
Riverside Rcwy., Riverside, CA. Taught by Reg Pridmore. The first 25 to 30 applicants will be accepted. The school will begin at 10 am and conclude at 4 pm, with a lunch break.$125 per person. More detailed information upon receipt of money. Reg Pridmore Motorcycles (RPM), 5718 "F" Hollister Ave., Goleta, CA 93017. 805/967-7660.

MOTOCROSS
Sand Hill Ranch, Brentwood, CA. Corner Vasco Rd. & Camino Diablo. Entry $8, $3 spec. All classes incl. OT and Vets. Trophies and Ex. p.b. New track. 687-2159, 634-3328.

R.A.C.E. MOTOCROSS
Corona Rcwy., Hwy. 91 & Buchannon, Corona, CA. Mini thru Open, 100% p.b. to Ex. 714/689-1913, 735-1705.

CMC NIGHT MOTOCROSS
Irwindale Rcwy., Irwindale, CA., at 605 and 210 Frwys. Pit opens 4:30 p.m.; sign 'til 6:30; prac. 6-7:00; race 7:30 p.m. Every second Friday of month is Points Night. Buy entry at track night of event. 714/557-3323

February 26

D-36 INDOOR SHORT TRACK
YMCA Benefit series held Jan. 15 & 29, Feb. 19, 26. Hi Point series. Washoe Cty. Frgnds., Reno, NV. Sign 3-5 p.m.; race 7:00 p.m. Entry $5, 2nd bike $2.50, pits $4, spectators $2.50; kids under 12 50–. Western States Racing Assn., Box 7244, Reno, NV 89502. 702/358-0170 evenings.

R.A.C.E. MOTOCROSS
Corona Rcwy., Hwy 91 & Buchannon, Corona, CA. Mini thru Open, 100% p.b. to Ex, 714/689-1913, 735-1705.

SADDLEBACK SATURDAY MX
Saddleback Pk., Orange, CA. Gate opens 7:30 am, prac. 8-8:30, race 9. Pros race 40 min, others 30 min. Entry $8, Pros $13. No membership or mail entry req'd. 33.33% trophies. 714/830-8010.

TT SCRAMBLES
Elsinore Rcwy., Hwy. 71 at Lagonia Ave., Elsinore, CA. Sign up 6 pm, prac 7, race 8. Gate $2, race $3. 20% brass. Clubs and groups welcome, ride own class. Beg. thru Ex. 714/674-5383, 826-2386.

February 27

P.I.T.S. TRUCKIN TRIAL
Hollister Hills Cycle Park, Hollister, CA. Signup 8:30-10, riders mtg. 10, start 10:15. Helmets, spk. arrest., green sticky or lic. plates required. Entry $3 P.I.T.S. memb., $4 non-memb., $1 Juniors (12 or under). Classes: Ex., Am., Nov. A, Nov. B, Beg Nov. A, Greybeard, Junior trials in afternoon. 408/353-1340.

HILLCLIMB
Saddleback Park, Orange, CA. Hill-in-the-hole. Classes: Mini through Open. Sign up 8-9 am. $5 entry. 714/530-2905.

SPEEDWAY PRACTICE
Elsinore Rcwy., Hwy 71 at Lagonia, Elsinore, CA. New track. 714/674-5383, 826-2386.

ADRA GILA BEND GP
Gila Bend, AZ, 65 mi. SW of Phoenix on I-8. Entry $13, $16 non-memb. 21 classes. $100 to winner, $200 if it's his 2nd win in a row. Timed start on downtown street at noon. Send entry and 2 SASE to 1408 E. Granada, Phoenix, AZ 85006. 602/252-1900.

MOTOCROSS
Oak Hill, Alvord, TX. North of Decatur 7 miles on 81-287, exit Mt. Zion Rd., follow signs. Signup for all classes starts 7:30 am. Split program. Nov. and OT prac. 8, race 10. Int/Sr. prac. 1 pm, race 2. $1008 purse if 20 or more entries in each Sr. class. 817/427-2663, 263-0152 eves.

CMC POINTS MX
Carlsbad Rcwy., Carlsbad, CA. Gate opens 6:30 a.m.; sign 6:30-8:30; prac. 7:30-8:30; race 9:00 a.m. Jrs. & Ints. $7 mail, $10 post entry; Pros $12 mail, $15 post entry. CMC, Box 1402, Costa Mesa, CA. 92626. 714/557-3323.

D-36 EUROPEAN HARE SCRAMBLES
Sand Hill Ranch, Brentwood, CA. Hwy. 580 to Vasco Rd., follow signs. Entry $8, spectators $3, spectators under 12 free. 125 races at 9 a.m.; Old Timers at 9 a.m.; 250 at 11:30; Open at 2 p.m. Sign up one hour before race. 408/926-2715. Los Gatos MC, Box 802, Los Gatos, CA 95030.

B.O.S.S./CMC MOTOCROSS
Helvetia Park, Harbor turnoff in W. Sacto., CA, 7 miles along river to track on left. Part of 6-race "Husky Series." Nov. gate open 6:30, prac. 7:30, race 8:30, Int/Pro sign by 12, race 1:00 pm. 100% p.b. to Pros. Entry $8/$15. 2210 Kimwood Lane, Rancho Cordova, CA 95670. 916/635-5240.

ECRA MOTOCROSS
Escape Country Racing World, Trabu[illegible] Cyn., CA. Class[illegible] $1000 purse Beg., Nov., Int., [illegible] Entry for memb. $7, Pros $10. Non-memb. $10/$15. 100% p.b. to Pros. 714/581-6400.

MOTOCROSS
Lake Whitney Cycle Ranch, Whitney, TX. Split program, Nov. Signup 8-9 am, prac. 9-10, race 10:15. Int/Ex. signup noon, pract. 1 pm, race 2. Entry $5 Nov.; Int. $6; Ex. $8. Purse $705 or 50% of gate in bad weather. 817/694-2901.

CMC MOTOCROSS
Cycle Haven Pk., Long Beach, CA. Across from L.B. Naval Base, 1 blk. E of V. Thomas Bridge. Prac. 7:30 am, race 9. Entry $6, gate $1, Pros $12. 33% trophies. CMC lic. req'd. 213/832-6844, 547-1818.

SEMI—PRO CMC MX
Action Rcwy., 5 mi. west of Corning, CA., on Corning Rd. off I-5. Gate opens 7:30, prac 9, race 10 a.m. Expert/Pro entry $15; Nov., Int. $8. 100% Exp. payback. 100% trophies to Pee Wee. Rain or shine. 241-1100.

AME MOTOCROSS
Spillway Park, Santa Maria, CA. Hwy 101 to Broadway exit, follow signs to riverbed. Sign up 7 am, race 9. Entry $8 Jr/Int, $12 Pros. Race for stock/mod ATC-90s. 30% brass, 100% p.b. to Pros. Free camping, $4000 rider medical 805/937-6171.

CMC YOUTH MX
Argyll Park, 13 mi. South of Dixon, CA, on Hwy. 113. Gate opens 7:30 am, race 10. Entry $8. 60-80-100cc classes, Jr-Int-Ex. 30% brass. 2210 Kimwood Ln., Rancho Cordova, CA 95670. 916/635-5240.

CRC MOTOCROSS
DeAnza Cycle Pk., Sunnymead, CA. 2 long motos and $ to Ex., 3 motos and 30% brass to Sptsmn. All classes. Overnight camping free. Gate opens 7 am, race 9:30. Entry $6 Sptsmn., $10 Ex., $2 extra non-memb. 213/830-7519.

D-37 HARE AND HOUND
Lucerne Valley, CA, limed from the "Y" cafe. 9 am start, entry $9, Trail Nov. and Beg. $7. Trail Nov. and Beg. go one loop. Sidehacks welcome. 213/530-1606. Brushbusters M.C.

MOTOCROSS
Cyclerama, 13515 Bluewing Rd., San Antonio, TX. Jr/Int classes. Entry $6, start 10:30 am. 512/736-2891, 633-2296.

MOTOCROSS
McAllen MX Park, Next to Miller Inter. Airport, McAllen, TX. Entry $6, Ex. $8, money to Ex. McAllen M.C. 512/686-4181.

D-37 MOTOCROSS
Elsinore Rcwy., Hwy. 71 at Lagonia, Elsinore, CA. Signup 8 am, prac. 9, race 10. New improved, wider course. Same day trophies. Riders M.C. 714/826-2386, 674-5383.

CMC MOTOCROSS
Puyallup Rcwy., 5 mi. South of Puyallup, WA, on Meridian Ave. South. $500 pro purse at each race. Gate opens 8:30 am, signup 8:30-9:30, prac. 10-10:45, race 11. Entry $6, $10 Pro. Tech inspection all races. CMC lic. req'd., $8 at track. 206/631-1550.

March 2

R.A.C.E. HALF MILE & SHORT TRACK
Corona Rcwy., Hwy 91 & Buchannon, Corona, CA All classes. P.O Box 55144 Riverside, CA, 92507. 714/735-1705

CMC HSMX
South Bay Park Spdwy., San Diego, CA. South on I-805 from Chula Vista, take Otay Mesa Rd. exit, go east 5 mi. All CMC classes. Entry $7, CMC lic. req'd. P.O. Box 995, Chula Vista, CA 92010. 714/420-7414.

March 4

CMC NIGHT MOTOCROSS
Irwindale Rcwy., Irwindale, CA., at 605 and 210 Frwys. Pit opens 4:30 p.m.; sign 'til 6:30; prac. 6-7:00; race 7:30 p.m. Every second Friday of month is Points Night. Buy entry at track night of event. 714/557-3323

R.A.C.E. MOTOCROSS
Corona Rcwy., Hwy 91 & Buchannon, Corona, CA. Mini thru Open, 100% p.b. to Ex, 714/689-1913, 735-1705.

March 5

STADIUM MOTOCROSS
Atlanta Stadium, Atlanta, GA. Stadium Motosports Corp. 250cc class. $15,000 purse, $15 entry. 714/494-6568.

SADDLEBACK SATURDAY MX
Saddleback Pk., Orange, CA. Gate opens 7:30 am, prac 8-8:30, race 9. Pros race 40 min,

Marathon for Mitch

Benefit race for Mitch Mayes

March 5

Carlsbad Raceway

Start 10 am Finish 10 pm gates open 8 am
Entry $100 (tax deductible)
Sportsmen teams allowed
Experts ride alone
S.C.O.R.E. sanctioned
Headlight required — must work at tech. inspection
20% payback — based on number of riders
TV & Radio coverage
already entered:
Malcolm Smith, A.C. Bakken, Rolf Tibblin, Larry Roeseler, Dick Burleson, + many more
info:
714 729-3492
714-727-1171
714-741-1042

Cycle News want ads are CHEAP! see Want ad blank.

AMA **District 37**
Grand Prix Scrambles — *Desert MX Enduro*
We've got it all!
info: 714-646-5186
or write: 899 Darrell,
Costa Mesa, CA 92626
District Hotline 714-631-3700
Up to date race information

AMC
RACE SCHEDULE
Feb. 20 — De Anza
Feb. 27 — Saddleback
Mar. 6— Carlsbad
Mar. 13—Saddleback
INFO 714-581-2778

MX track open 5 days a week
RACING WORLD ESCAPE COUNTRY
Trails open for riding 7 am til dusk 7 days a week
Events Scheduled:

Feb. 20
E.C.R.A. Motocross

Feb. 27
$1,000 E.C.R.A. Motocross

March 6
E.C.R.A. Motocross

Sat. racing discontinued until further notice — New series starting — watch Cycle News.

714-581-6400 Trabuco Canyon

INDIAN DUNES **Renegade Grand Prix Feb. 20**
CRC
Super Trophies & Heavy Finisher Pins
3 mile course, MX, Hills, Sand, & Water
Mail $12 Post $15
Plus — 2 man/1 bike Team Race ($8 per rider)
Cash to Experts
Complete radio controlled track provided by Westside Truckers of Whittier
info: 213-830-7519

Saddleback Sat. Moto-X
30 *min. motos-Int. Jr. & Beg*
40 *min. motos-Pros*
WHEELSMITH MOTORCYCLES presents
$600.00 Purse
Feb. 19
No membership or mail entry required
125—250—Open
24 hour info 714-830-8010

Race with AME
A.M.E.
Sprockets Park
Bakersfield
Feb. 20th
Indian Dunes
Feb. 27th — Team Race
Every Friday Night
starting Feb. 25th
(+ Youth Division — Pee Wee thru Minis)
213-881-5778

Flat Track
Sunday, March 6
Corona Raceway
½ mile — ¼ mile — TT
714-735-1705

others 30 min. Entry $8, Pros $13. No membership or mail entry req'd. 33.33% trophies. 714/830-8010.

MARATHON FOR MITCH MAYES
Carlsbad Rcwy., Carlsbad, CA. 12 hrs., 10 am to 10 pm. Entry $100, 20% payback. Am/Int teams allowed, Ex. go alone. S.C.O.R.E. sanction, headlight req'd. and must work at tech inspection. Gate opens 8 am. Proceeds go to help Mitch Mayes. TV and radio coverage. 714/727-1171, 729-3492, 741-1042.

TT SCRAMBLES
Elsinore Rcwy., Hwy. 71 at Lagonia Ave., Elsinore, CA. Sign up 6 pm, prac 7, race 8. Gate $2, race $3. 20% brass. Clubs and groups welcome, ride own class. Beg. thru Ex. 714/674-5383, 826-2386.

R.A.C.E. MOTOCROSS
Corona Rcwy., Hwy 91 & Buchannon, Corona, CA. Mini thru Open, 100% p.b. to Ex, 714/689-1913, 735-1705.

March 5-6

BAJA DE SADDLEBACK
Saddleback Park, Orange, CA. Sportsman class for motorcycles, $20 entry, 50% trophies. Send entry to Baja de Saddleback, 12800 Garden Grove Blvd., Suite I, Garden Grove, CA 92640. 714/534-6830

March 6

AMA NATIONAL ENDURO
Chaparrals M.C. Coyote Derby Enduro. AMA Nat'l. & D 37 pts. Red Mountain, CA. C riders go 1 loop, B & Sr. 2, A all 3. C entry $10, A, B, $10.50. $1 extra for post. 3-man team $1 extra per man. Drawing Feb. 24 at Michaels Inn 2425 E. Orangethorpe, Fullerton, Ca. Entries rec'd. at drawing are post entries. Mail entry and 2 SASE to Chaparrals M.C., P.O. Box 743, Sunset Beach, CA 90742. 714/842-7341.

HARE SCRAMBLES
Woodville, TX. Hwy. 287 south 8 mi. from Woodville, east 5 mi. on FM 1013, follow arrows. 2 hr. race on 10 mi. loop. $6 pre-entry 7 days prior, $10 post. Texas Enduro Assoc., 726 Central Dr., Port Neches, TX 77651. 713/722-7926.

CMC POINTS MOTOCROSS
Saddleback Park, Orange, CA. Open 7:30 a.m.; sign 8-9:00 a.m.; pract. 8-9:00; race 9:30 a.m. Jrs., Ints. $7 mail, $10 post. Pros $12 mail, $15 post entry. 714/557-3323. CMC, Box 1402, Costa Mesa, CA. 92626.

AMC MOTOCROSS
Carlsbad Rcwy., Carlsbad, CA. Gate open 7 am, prac. 8-9, race 9:30. No mail entry. $7/$12 post, $2 extra non-memb. $3000 med. ins. 100% Pro p.b., 30% brass. 714/581-2778.

D-36 MOTOCROSS
Under the "E" St. Bridge, Marysville, CA. Hwy 70 to N. Beale Rd., Shad Rd. fishing access over levee to track. Gate open 7 am, prac. 9, race 10. Entry $8 sptsmn., $15 Ex, $3 spec. All classes plus PP, OT & Mini. 2113 Paseo Ave., Live Oak, CA 95953. 916/695-2727.

MOTOCROSS
Mosier Valley MX Park, Arlington, TX. Rain or shine $663 guaranteed purse or 50% of gate if rain. Brass to six places. Free keg beer. Gate $3, Nov. entry $5, Int. $6, Ex. $7. Nov. prac. 9 am, race 10. Int/Ex. prac. 1 pm, race 1:45. Payoff to Senior classes only. All classes. 817/277-9917, 267-9153, 236-8138.

ITA TRIALS & SCHOOL
Saddleback Park, Orange, CA. Signup 8:30, riders mtg. 9:45, competition starts 10. Entry $5, non-memb. $7. Beg., Nov., Am., Ex., Women, Sr. classes. School taught by Expert rider. Trophies to top 25% of each class. 714/879-0570.

MINI MOTOCROSS
Ponderosa Inn, 15 mi. east of Lancaster, CA, on Ave. J. Start 1 pm, entry $5, age limit 13 years. 50% trophies. Greyhounds M.C. 213/360-9287.

HARE SCRAMBLES
Ponderosa Inn, 15 mi. east of Lancaster, CA, on Ave. J. Entry $7, 40% trophies. 4x 8-mi. loops. 11 am start. Greyhounds M.C. 213/360-9287.

CMC MOTOCROSS
Lake Madera, Madera, CA, Cleaveland exit from Hwy. 99. Post entry only, Jr. $7, Ex. $15. 150% p.b. to Ex. 209/674-4047.

CRC MOTOCROSS
Indian Dunes, Valencia, CA. International course. 2 long motos and $ for Ex, 3 motos and 30% brass for Sptsmn. All classes, $3000 med. ins. Gate open 7 am, prac 8, race 9:30. Sptsmn $7, Ex $10, $2 extra for non-memb. 213/830-7519.

CMC YOUTH MX
Argyll Park, 13 mi. South of Dixon, CA, on Hwy. 113. Gate opens 7:30 am, race 10. Entry $8. 60-80-100cc classes, Jr-Int-Ex. 30% brass. 2210 Kimwood Ln., Rancho Cordova, CA 95670. 916/635-5240.

MOTOCROSS
Motorcycle Rcwy., Oklahoma City, OK. 405/627-3989.

SPEEDWAY PRACTICE
Elsinore Rcwy., Hwy 71 at Lagonia, Elsinore, CA. New track. 714/674-5383, 826-2386.

D-36 SEMI PRO HALF-MILE
Orland, CA. All classes, incl. minis. Spec. 750cc class for Jr. and Ex. Med. ins. Gate open 7 am, prac. 10, race noon. Aragon M.C., P.O. Box 1311, Novato, CA 94947. 415/892-5350.

D-36 EUROPEAN HARE SCRAMBLES
Sand Hill Ranch, Brentwood, CA. Hwy. 580 to Vasco Rd, follow signs. Entry $8, spectators $3, spectators under 12 free. 125 races at 9 a.m.; Old Timers at 9 a.m.; 250 at 11:30; Open at 2 p.m. Sign up one hour before race. 408/926-2715. Los Gatos MC. Box 802, Los Gatos, CA. 95030.

ITA TRIALS & SCHOOL
Saddleback Park, Orange, CA. Signup 8:30, riders mtg. 9:45, competition starts 10. Entry $5, non-memb. $7. Beg., Nov., Am., Ex., Women, Sr. classes. School taught by Expert rider. Trophies to top 25% of each class. 714/879-0570.

March 9

R.A.C.E. HALF MILE AND TT
Corona Rcwy, Hwy 91 & Buchannon, Corona, CA. All classes. P.O. Box 388, Corona, CA 91720. 714/735-1705.

March 11

MOTORCYCLE SWAP MEET
Great Western Exhibit Center, Santa Ana Fwy. at Atlantic on Eastern, Los Angeles, CA. Sellings spaces $8 (10'x20'), $13 prime front locations. Reservations must be made in advance by mail. R.G. Canning, P.O. Box 400, Maywood, CA 90270. 213/588-7310, 24 hrs.

CMC NIGHT MOTOCROSS
Irwindale Rcwy., Irwindale, CA., at 605 and 210 Frwys. Pit opens 4:30 p.m.; sign 'til 6:30; prac. 6-7:00 race 7:30 p.m. Every second Friday of month is Points Night. Buy entry at track night of event. 714/557-3323

R.A.C.E. MOTOCROSS
Corona Rcwy., Hwy 91 & Buchannon, Corona, CA. Mini thru Open, 100% p.b. to Ex, 714/689-1913, 735-1705.

March 12

TT SCRAMBLES
Elsinore Rcwy., Hwy. 71 at Lagonia Ave., Elsinore, CA. Sign up 6 pm, prac 7, race 8. Gate $2, race $3. 20% brass. Clubs and groups welcome, ride own class. Beg. thru Ex. 714/674-5383, 826-2386.

R.A.C.E. MOTOCROSS
Corona Rcwy., Hwy 91 & Buchannon, Corona, CA. Mini thru Open, 100% p.b. to Ex, 714/689-1913, 735-1705.

SADDLEBACK SATURDAY MX
Saddleback Pk., Orange, CA. Gate opens 7:30 am, prac. 8-8:30, race 9. pros race 40 min, others 30 min. Entry $8, Pros $13. No membership or mail entry req'd. 33.33% trophies. 714/830-8010.

March 12-13

V.O.T.E. 2-DAY ATA OBSERVED TRIALS
Texas Canyon, Canyon Country, CA. I-5 from L.A. to Hwy. 14 to Sierra Hwy. exit, follow arrows. 2nd round of Cal State Championship. Different 35 mi. loop each day. Start 9 am. Entry $12 mail, $15 post, $5 Beg, kids, women. VOTE, 7627 Alcove, No. Hollywood, CA 91605. 213/765-8186.

PHOENIX GRAND PRIX
Phoenix, Internat'l. Rcwy., Phoenix, AZ. 125, 250, Open, Sr., Hacks and Women's Division. $12 entry. 8-mile course w/water, 100-mile races. $12 entry. Sun M.C. P.O. Drawer "E", Mesa, AZ 85201. 602/945-4433.

March 13

GAMBLER ENDURO
Las Vegas, NV. Limed from Lake Mead and Nellis Blvd. Boonie Bounders M.C. Entry $11 mail, post. A,B,C, classes. P.O. Box 407, Mercury, NV. 702/649-1542 after 4 pm.

AME MOTOCROSS
Spillway Park, Santa Maria, CA. Hwy 101 to Broadway exit, follow signs to riverbed. Sign up 7 am, race 9. Entry $8 Jr/Int, $12 Pros. Race for stock/mod ATC-90s. 30% brass, 100% p.b. to Pros. Free camping, $4000 rider medical 805/937-6171.

CMC MOTOCROSS
Carlsbad Rcwy., Carlsbad, CA. Gate opens 6:30 a.m.; sign 6:30-8:30 a.m.; prac. 7:30-8:30; race 9 a.m. Jrs & Ints. $7 mail, $10 post entry; Pros $12 mail, $15 post entry. CMC, Box 1402, Costa Mesa, CA. 92626. 714/557-3323.

D-36 MX
Sears Pt. Rcwy., Sonoma, CA., at Hwys. 37 and 121. Uses parts of natural terrain Trans-AMA MX course. Gate opens 6:30 a.m.; first race 9:30. Pro entry $15 (100% payback); $8 Am. Pit crew $3. Spectators $3. Under 12 spec. $1. 707/938-8448.

MOTOCROSS
Lake Whitney Cycle Ranch, Whitney, TX. Split program, Nov. Signup 8-9 am, prac. 9-10, race 10:15. Int/Ex. signup noon, pract. 1 pm, race 2. Entry $5 Nov.; 'int. $6; Ex. $8. Purse $705 or 50% of gate in bad weather. 817/694-2901.

D-36 SEMI—PRO ROUGH SCRAMBLES
Salinas Airport, Hwy 101 and Airport Rd. Signup 8 am. Entry $6 Ex., $5 Nov/Jr/Mini. All classes, open traction. 100% Ex. p.b. 408/899-2401, 394-8225.

MOTOCROSS
Sand Hill Ranch, Brentwood, CA. Corner Vasco Rd. and Camino Diablo. Entry $8, Ex. $15, p.b. to Ex. All classes incl. OT & Vet. 687-2159, 634-3328.

MOTOCROSS
Cyclerama, 13515 Bluewing Rd., San Antonio, TX. Entry $6, $10 Ex. $400 purse to 125/250 Ex. Start 10:30 Sptsmn., 1:30 pm. 512/736-2891, 633-2296.

CRC MOTOCROSS
Escape Country Racing World, Trabuco Cyn., CA. 2 motos and $ to Ex., 3 motos and 30% brass to Sptsmn. All classes. Overnight parking. Gate open 7 am, prac. 8, race 9:30. Ex. $10, Sptsmn. $7, $2 extra non-memb. 213/830-7519.

AMC MOTOCROSS
Saddleback Park, Orange, CA. Gate open 7:30, prac. 8-9, race 9:30. No mail entry. $7/$12 post, $2 xtra non-memb. $3000 med. cov. 30% same day brass, 100% Pro p.b. 714/581-2778.

D-36 MX
Sears Pt. Rcwy., Sonoma, CA., at Hwys. 37 and 121. Uses parts of natural terrain Trans-AMA MX course. Gate opens 6:30 a.m.; first race 9:30. Pro entry $15 (100% payback); $8 Am. Pit crew $3. Spectators $3. Under 12 spec. $1. 707/938-8448.

SPEEDWAY PRACTICE
Elsinore Rcwy., Hwy 71 at Lagonia, Elsinore, CA. New track. 714/674-5383, 826-2386.

March 16

R.A.C.E. HALF MILE & SHORT TRACK
Corona Rcwy., Hwy 91 & Buchannon, Corona, CA. All classes. P.O. Box 55144 Riverside, CA, 92507. 714/735-1705

CALENDAR

CMC HSMX
South Bay Park Spdwy., San Diego, CA. South on I-805 from Chula Vista, take Otay Mesa Rd. exit, go east 5 mi. All CMC classes. Entry $7, CMC lic. req'd. P.O. Box 995, Chula Vista, CA 92010. 714/420-7414.

March 18

CMC NIGHT MOTOCROSS
Irwindale Rcwy., Irwindale, CA., at 605 and 210 Frwys. Pit opens 4:30 p.m.; sign 'til 6:30; prac. 6-7:00; race 7:30 p.m. Every second Friday of month is Points Night. Buy entry at track night of event. 714/557-3323

R.A.C.E. MOTOCROSS
Corona Rcwy., Hwy 91 & Buchannon, Corona, CA. Mini thru Open, 100% p.b. to Ex, 714/689-1913, 735-1705.

March 19

TT SCRAMBLES
Elsinore Rcwy., Hwy. 71 at Lagonia Ave., Elsinore, CA. Sign up 6 pm, prac 7, race 8. Gate $2, race $3. 20% brass. Clubs and groups welcome, ride own class. Beg. thru Ex. 714/674-5383, 826-2386.

R.A.C.E. MOTOCROSS
Corona Rcwy., Hwy 91 & Buchannon, Corona, CA. Mini thru Open, 100% p.b. to Ex, 714/689-1913, 735-1705.

SADDLEBACK SATURDAY MX
Saddleback Pk., Orange, CA. Gate opens 7:30 am, prac. 8-8:30, race 9. Pros race 40 min, others 30 min. Entry $8, Pros $13. No membership or mail entry req'd. 33.33% trophies. 714/830-8010.

March 19-20

CAMEL PRO SERIES ROAD RACE
Charlotte Motor Spdway, Harrisburg, NC. Information from P.O. Box 600, Harrisburg, NC, 28075. 704/455-2121.

March 20

RED GARTER NATIONAL ENDURO
Las Padres Nat'l. Forest, CA. Marked from Hwy. 166 and Hwy. 33 near Maricopa. 125 mi. A/B/C entries open Feb. 1, close Mar. 4, limited entry. $11.50 per rider, mfg. teams $5 per team, other teams $1 per rider. Send 2 legal size SASE to Dirt Diggers M.C., 4601 W. Imperial Hwy., Inglewood, CA 90304. Nat'l. and D-37 points. Gas and services in Ventuacopa. Enduro street legal. Spark arrestor and silencer mandatory. 213/673-0306. Will be held rain or shine.

CRC HOBO 100 FAMILY ENDURO
Lucerne Valley, CA. A, B, and C riders. 3 loops: 1st easy, 2nd average, third challenging. Women, minis, and C under 16 go one loop, C riders go 2, A & B all the way. Entry $11 mail, $13 post, CRC members $2 discount. Family teams free, 2-3 man teams add $1 per rider. 2 and 3-loop riders receive no lateness penalty on 1st loop. CRC, 7601 Arlington, Ave., Riverside, CA 92503. 714/689-6114, days.

MOTOCROSS
Sunshine Cycle Pk., Tucson, AZ. I-10 to Paloverde, south to track. Gate opens 8:30 am, prac. 9, race 10. Entry $8, Pros $12. 100% Pro p.b. Phoenix riders pay only $3 admission (except Pros). 602/795-1490.

MOTOCROSS
Mosier Valley MX Park, Arlington, TX. Rain or shine $663 guaranteed purse or 50% of gate if rain. Brass to six places. Free keg beer. Gate $3, Nov. entry $5, Int. $6, Ex. $7. Nov. prac. 9 am, race 10. Int/Ex. prac. 1 pm, race 1:45. Payoff to Senior classes only. All classes. 817/277-9917, 267-9153, 236-8138.

D-36 MOTOCROSS
Under the "E" St. Bridge, Marysville, CA. Hwy 70 to N. Beale Rd., Shad Rd. fishing access over levee to track. Gate open 7 am, prac. 9, race 10. Entry $8 sptsmn., $15 Ex, $3 spec. All classes plus PP, OT & Mini. 2113 Paseo Ave., Live Oak, CA 95953. 916/695-2727.

March 26-27

TWO DAY ISDT QUALIFIER
California City, CA. Start, finish, etc. at Lakeshore Inn. Entries open Feb. 1, close Mar. 1. 300 rider limit. Entry $30, club team add'l. $10, trade team (all on same bike make) $25. 100, 125, 175, 250, 350 and over 350 classes. No lighting requirements, but license plate or green stickie req'd. Sunland Shamrocks M.C., P.O. Box 515, Sunland, CA 91040. 213/363-2371.

March 27

URA GOODTIME FAMILY ENDURO
Pits on Hwy. 395 10 mi. north of Red Mountain, CA. 8 am start. C powderpuff, C under 16, minis go one loop; all others ride 2. Mail entry $9.50 for one loop, $11 for two. Post entry $11/$12.50. 2 and 3 man teams add $1 per rider. Competition licenses req'd. URA, 6622 Gerald Ave., Van Nuys, CA 91406. 213/785-9673 after 4:30 pm.

BELLY ACRE ENDURO
Muskogee, OK. Entries $10 mail, $15 post. Mail entry deadline Mar. 5. Rider's mtg. 7 am, 1st rider out 8:01. Information pack may be picked up the day before the event at the headqtrs. tent at the site. Muffler req'd. 918/687-5281.

PUCKER BRUSH ENDURO
7 mi. south of Hutchinson, KS, on K17. Sign in 7-9 am, riders mtg. 10, 1st rider out 11:01. Pre-entry $7, post $12. 60-100 mi. Bikes must be street legal. Mail entries must be postmarked by Mar. 18. Prairie Pups M.C., P.O. Box 1093, Hutchinson, KS 67501. 663-2530, 663-7166.

April 2-3

RAND MOUNTAIN CLEAN UP
Sponsored by the Bureau of Land Management volunteer clean-up of Rand Mountain area near California City, CA. Co-sponsored by M.O.R.E., CORVA, 714/375-9726. Box 219, Ridgecrest, CA. 93555.

OCMC GREAT BEAR GP
Western United States Championship, Riverside Rcwy., Riverside, CA. All races 100 mi. D-37, D-38 pts. Entries close Mar. 7, $16 mail, $30 post. Races: Sat. 9 am, 100-175 classified, Women's Div. Mail entry & 3 SASE to 2805 San Juan Ln., Costa Mesa, CA 92626. Sat. 1 pm, all Sptsmn. 368 S. Center, Orange, CA 92666. Sun. 9 am, 250-Open Beg/Nov. 1021 Acacia, Orange, CA 92668. Sun. 1 pm, 250-Open Jr/Ex. 924 Tularosa, Orange, CA 92666. 714/636-OCMC or 636-6262.

April 10

APACHE SUNRISE ENDURO
All family enduro, limed from Cal City Golf Course. Family teams free, minis go 1 loop, PP and C under 16 choose 1 loop or 2. All others go two. 100% Powder Puff trophies, free T-shirts, fin. pins, etc. Entry $10.50 mail, $12.50 post. Run by the people who put on the Hook and Ladder. Family Enduro Association, P.O. Box 987, Temple City, CA 91780. 213/287-4471.

April 16-17

HANGTOWN HANGOVER OLD TIMERS MX
Plymouth Raceway, Plymouth, CA. Sierra Old Timers. Sat. team races, Sun. individual races. Old Timers class for over 40, must belong to recognized club. Vet class for 35 to 40, Sptsmn. class for sons/daughters of OT & Vets. Entry opens Feb. 15, closes Apr. 1. Entry $20, Sptsmn. $8. Victory party $3. 7224 Linda Sue Wy., Citrus Hts., CA 95610. 916/967-9396 after 5:30 pm.

FREE LISTING

CALENDAR

Listings must be received by noon Thursday to be included in the following week's Cycle News. No listings can be accepted by phone. Please include a phone number for additional information. Mail the completed blank to Cycle News Calendar, Box 498, Long Beach, CA 90801.

Event date _____ Event sanction _____ Event type _____

Location _____

How to get there _____

Classes _____ Purse _____ Entry fee _____

Mailing address _____

Other info _____

Your name _____ Phone number for info _____

AMA Western United States Championship
GREAT BEAR GRAND PRIX
RIVERSIDE INTL. RACEWAY
SPONSORED BY ORANGE COUNTY MOTORCYCLE CLUB

ENTRY INFORMATION: ✓ ENTRIES OPEN JANUARY 25, 1977 AND CLOSE MARCH 7, 1977
✓ MAIL ENTRY $16.00 PER RIDER (INCLUDES $1.00 FOR DIST. 37-38 LEGAL DEFENSE FUND)
✓ POST ENTRY $30.00 ✓ STARTING POSITION DETERMINED BY POSTMARK ON ENTRY
✓ NO REFUNDS. ENTRIES NON-TRANSFERABLE

RACE INFORMATION:
✓ ALL RACES 100 MILES ✓ PARTICIPATION PINS AND FINISHER PINS
✓ DISTRICT 37-38 POINTS ✓ SILENCERS REQUIRED ✓ NO PLAY BIKES
✓ RESCUE 3 WILL BE IN ATTENDANCE ✓ AMA SANCTIONED
✓ MAIL ENTRY FORMS TO: GREAT BEAR GRAND PRIX (WITH 3 SELF-ADDRESSED, STAMPED, LEGAL SIZE ENVELOPES)

✓ LIMITED ENTRIES

SATURDAY 9:00 START	SATURDAY 1:00 START	SUNDAY 9:00 START	SUNDAY 1:00 START
100-CLASSIFIED, ALL 125-CLASSIFIED, ALL 175-CLASSIFIED, ALL WOMEN CLASS, ALL	100 TO OPEN — SPORTSMEN (ALL)	250-BEG, NOV, SR. 500-BEG, NOV, SR. OPEN BEG, NOV, SR.	250-EXP, JR, SR. 500-EXP, JR, SR. OPEN-EXP, JR, SR. SIDE HACK'S
MAIL ENTRY TO: GREAT BEAR GRAND PRIX, 2805 SAN JUAN LN, COSTA MESA, CA. 92626, PHONE (714)545-2211	MAIL ENTRY TO: GREAT BEAR GRAND PRIX, 368 S. CENTER, ORANGE, CA. 92666, PHONE (714)633-0527	MAIL ENTRY TO: GREAT BEAR GRAND PRIX, 1021 ACACIA, ORANGE, CA. 92668, PHONE (714)532-4194	MAIL ENTRY TO: GREAT BEAR GRAND PRIX, 924 TULAROSA, ORANGE, CA. 92666, PHONE (714)633-2246

IMPOUND TIMES:
✓ FRIDAY 6:00 PM 'TILL 11:00 PM ✓ SATURDAY 6:00 AM 'TILL 7:30 AM,
✓ AND 6:00 PM 'TILL 11:00 PM ✓ SUNDAY 6:00 AM 'TILL 7:30 AM

SPECTATORS:
✓ $5.00 PER PERSON (INCLUDES OVERNIGHT FREE PARKING) ✓ CHILDREN UNDER 12 FREE
✓ NO PLAY BIKES ✓ FOR ADDITIONAL INFORMATION, PHONE (714) 636-OCMC OR 636-6262
✓ FOR ADDITIONAL ENTRY FORMS, MAIL SELF-ADDRESSED, STAMPED ENVELOPE: GREAT BEAR GRAND PRIX, OR WATCH YOUR LOCAL CYCLE PAPERS !

APRIL 2 & 3, 1977
BIGGEST MOTORCYCLE EVENT OF THE YEAR!!

2nd Annual Un-Leap Year Grand Prix
Sunday, Feb. 27th
Corona Raceway
Gates Open 7:30 am Practice 9
1st race 9:30 Team Races 2:45 pm
25% Trophies — Super Finisher Pins
All New 6 mile course
714-735-1705 714-689-1913
91 Frwy. to Magnolia off-ramp West to Buchannan

Desert Cycle Park
Opening Feb. 20–21
19 miles west of Lancaster, Calif.
Practice track for everyone
Motorcycle Rentals
Overnight Camping
Info: Dr. K
213-655-3441 days
evenings 213-829-2535

March 5 & 6
Baja de Saddleback
Saddleback Park
Sportsman Class for motorcycles only $20.00
50% trophies
'Plan your entire weekend with us — see the Baja cars run the same course the bikes run'
Baja de Saddleback
12800 Garden Grove, Suite I
Garden Grove, CA 92640
714-534-6830

AMA D-37 Motocross
Feb. 27
Elsinore Raceway
Hwy. 71 at Lugonia Ave., Lake Elsinore
Sign-up 8 am, Practice 9, Race 10
New improved wider course
Trophies Same Day
Riders M.C. 714/826-2386 or 674-5383

3rd Annual ADRA
Gila Bend GP
Feb. 27
120 Mile Desert Race
Racing in the Streets
Desert Roads and Washes
Pre entry closes Feb. 20
Free Camping ADRA Spectators Free
602-252-1900
See Feb. 9 Cycle News for Entry Blank

Holeshot?

Every Saturday
Motocross
Corona Raceway
50% Prizes to Sportsmen
100% payback to Pros
info: 714-735-1705

Race Schedule
Feb. 20-Indian Dunes
Feb. 27-De Anza
Mar. 6-Indian Dunes
Mar. 13-Escape Country
CRC
213-830-7519

WANT ADS

Help Wanted

Yamaha mechanic wanted Earn $12,000 to $14,000 per year
In San Francisco Bay Area. We are a large — long time — & well established dealer for Yamaha, BMW, Triumph, Norton & Moto Guzzi. We offer year-around employment & excellent benefits. Only journeymen Yamaha mechanics who can meet & beat Yamaha flat-rate need to apply. Send application & brief work history to CYCLE SPORTS, 2355 El CAMINO, Santa Clara, CA 95051. (1/TFN)

Honda mechanic
Commission only, must be experienced in large four cylinder cycles. Apply Ontario Honda, 1170 W. Holt Ave., Ontario, CA. (714) 983-0695 or (213) 331-7115. (2/TFN)

Experienced Honda Service Manager wanted
Apply Hacienda Honda, 507 N. Azusa Ave., La Puente, CA. (213) 968-6461. (2/TFN)

Experienced Honda parts man wanted
Apply Hacienda Honda, 507 N. Azusa Ave., La Puente, CA. (213) 968-6461. (2/TFN)

Mechanic needed
2 stroke, on and off road. Shop in beautiful and growing north west community. Commission or wage. Send resume to Mid-Valley Track & Trail, 202 Meridian Rd., Kalispell, Montana 59901 or call (406) 755-4944 or (406) 755-4971. (7)

Honda motorcycle salesman
Golden opportunity. Sell the #1, with one of Los Angeles area OLDEST & LARGEST dealerships — LONG BEACH HONDA. Only top man with motorcycle experience need apply. Ask for Wes Mullen, (213) 423-1433. (7/3x)

Want ambitious sales person
To cover from Fresno south with fast moving accessories line. Commission and many extras. (415) 969-1257. 2189 Old Middlefield Way, Mt. View, CA 94306. (7/2x)

Large motorcycle retailer
Need manager, assitant manager, and clerk. Parts experience preferred. Must be intelligent, hard working, with ability to learn. Ask for Jack (213) 671-0405. (7)

Mechanic — Harley-Davidson
Five years exp. a must. Also exp. on Suzuki, Yamaha, Honda, preferred. Live in sunny Texas. Call Andy at (817) 732-6625. Ridgmar Motor Co. New modern agency. (2/TFN)

Mechanic — Harley-Davidson
Five years experience a must. Top pay for top man. Call Dick Hutchins (213) 749-6235, L.A., Harley-Davidson/Yamaha. (2/TFN)

Field service representative
Major motorcycle distributor seeking applicants with heavy service background for position as field service representative. Ideal applicants should have three years or more shop service experience and be willing to travel. Preference will be given to college graduates. Send complete resumes and requirements to: Tom Bowman, P.O. Box 2107, Santa Fe Springs, CA 90670. (7)

'71, 350 Kawasaki enduro
Bighorn, like new, street legal, 3000 miles. $400.00 or offer. (213) 393-5111. (7)

'73 Honda, 250 CZ
Honda, 175, CL, electric start, good shape, $400.00 or best offer — CZ, needs assembly, missing some parts, $100.00 or best offer. (213) 498-3174. (7)

Leading axle Marzocchi forks
Full 9 inches of travel. Used 4 times. S and W springs, like new — $175.00. (213) 675-7840. (7)

'73 HUSKY 250cc. Many extras, excellent condition, $750.00. (213) 429-4529. (7)

HODAKA 125. SUPER COMBAT — Brand new engine, completely modified frame for cantilever suspension. New everything. Must see. Over $1700 invested, $450.00 or best offer. Day (213) 983-0210, night (213) 997-7190. (7)

'74 Honda MT 250
Low mileage, excellent condition, $550. (213) 437-6980 or (714) 778-2753. (7)

Harley-Davidson dealership!
in beautiful Santa Cruz, Cal. Only $80,800 includes fixtures, equipment, goodwill and inventory. 1975 gross — $127,000. Hurry! Call (408) 426-5533, Real Estate Center. (2/6x)

Mooch deals "Munari & Norstar Boots" $59.95
Close out on odd sizes, $51.95. Call for sizes. S & L Yamaha,5938 Pacific Blvd., Huntington Park, CA 90255. Will ship anywhere. (213) 587-7244. (20/TFN)

Road racers!
We carry a full line of parts for your TA & TZ Yamahas. S & L Yamaha, 5938 Pacific Blvd., Huntington Park, CA. (213) 587-7244. (46/TFN)

Finisher pins
Most of the Finisher Pins you're wearing we made — Now — Buy factory direct. Save 20% Cal-Mart Plating, 607 South Hill Street, Los Angeles, California 90014. (213) 623-6987. (4/TFN)

Penton KTM MC5 alloy side panels & inner fenders
Polished to a high lustre. Don't crack like stock, $16.95 ea. Specify side. Self adhesive foam backing for air box side panel, thicker than stock. A must! $3.50 ea. New light weight alloy inner fenders, won't break like stock, clears chain and pipe, matches side panels, only $14.95 ea. Dealers inquiries invited. Send check or money order to: Trails End, 16394 E. 14th St., San Leandro, CA 94578. (415) 278-1565. COMING SOON MC5 skid plates.(3/TFN)

250 YZ $500
Excellent shape, 8 travel, air forks, very reliable. Nights (213) 697-8758. (4/4x)

WANTED BSA 750cc FLATTRACKER any parts, pistons, A.R.D. magneto, rods. 3330 Brunswick, Florissant, MO 63033. (314) 838-1141. (6/3x)

Ken's custom trailers
4 rail motorcycle trailer, 2,000 lb. capacity, $245.00. Call (213) 862-8601. (4/TFN)

Don't buy a 390 or 250 Husky
before you've talked about preparation, service, warranty and PRICE with us. Bill Saltzman's M/C (213) 337-6811. (3/4x)

Speedway bike Jawa
Race ready, many extras. Everything goes. Call (714) 761-1467 or (714) 595-4145. (5/3x)

Ducati-Norton-parts & repair
Exhaust port threads repaired on all makes. Valve seats replaced — crank cases repaired — Heli arc welding — custom engine work. Jack Simmons M/C Machine & Repair, 1241 S. State College, Fullerton, CA 92631. (714) 992-0165. (6/4x)

1974 Yahama SC500
Bought new in July 1976. Rode very little, like new. After 6 p.m. (213) 782-2674. (6/2x)

Custom shell
Fits short bed mini-trucks. Must see! Sacrifice $350.00 or best. After 5 p.m. (714) 897-5251. (6/2x)

Yamaha RD350
Excellent condition, Konis, extra pair cyl., heads, and pistons. Dunlop KR 96 front. $675. Call days (714) 347-7708 ask for Dan. (6/2x)

'75, 250B mono
Many extras. Hemorrhoids forces early retirement. Great shape, make offer. $550.00? (714) 987-8185. (6/2x)

Road racer — TZ250C monoshock Yamaha.
(714) 646-9917. (6/3x)

'76 BMW R90/6, $2500
Black, Krauser bags, Luftmeister fairing, 9 K miles, Hippo hands, large tank. (408) 267-1493. (6/2x)

'75¾, 360 Bultaco Frontera
Very fast!! Many xtras, $875.00. (213) 286-7879. (6/2x)

XR750
Trackmaster frame, ARD mag, Barnes, large pipes, stock frame, spare pipes. (505) 881-4061. (6/2x)

'76, 250 Falta's, $550.00 each
8" travel air forks, 13.5 Fox Shox, G.P.S. up-pipes, 38 Mikuni's, Andre bars, Maico seat, Petty fenders. (213) 846-4405. (6/2x)

'76 YZ250 Yamaha monoshock
Outstanding condition. Vesco & stock tank, K&N filters, skidplate, Cheng Shin tires & more. Ready for desert or MX. $849. Days (213) 394-2946. (6/2x)

Hi Point enduro clock cheap
0-99 mph. Not delicate like electronics. Cost $149.00, sell $59.00. (213) 349-2625. (6/2x)

Harley parts for sale
Frames, cylinders, heads, engine cases, cams, rod sets, flywheels, distributors, springers, plus much more — $7,000. For more information and complete parts list call Davenport, Iowa 1-(319) 324-7674. (6/4x)

New Honda engine ½ price
90, 100 and 450. Brand new. Motor only. Best cash offer or trade for good recent desert/enduro bike, 250cc up. (213) 349-2625. (6/2x)

Triumph parts & bikes
Selling out: Hard to find original 650cc engine and stock parts and eight (8) complete Triumphs running, including Rickman and Hindal. See and make offer. (209) 431-5531. (6/4x)

'77 Ossa Phantom
New, raced once, Fox Air Shoxs, Metzelers, $1385.00. (714) 753-7955. (5/2x)

Hey short tracker!
Race at Granite City Tues. night and Santa Fe Wed. night. If you are a qualified mech. and want to work on commission phone GRAYBEAL'S YAMAHA, Bloomington, Ill. (309) 828-5310. (5/2x)

'75-'76, 360 Astro wanted
Call Dan to sell your fresh '75/76 Astro. (415) 530-6796 eves. (5/2x)

Laverda 750/Maico 450 MX
Near new SF 750 Laverda, perfect street cafe, two seats, $2000 — '74 trick 450 Maico — fast, clean, $600. Call mornings (714) 499-3138. (6/2x)

Schwin bicycle frame
With kick stand. Brand new, $25.00. Ask for Jeff (213) 425-1071. (5/TFN)

Jawa Eso speedway bike
Late '74, excellent condition, 19" & 22" tires, sprockets, many extras. (213) 670-6652. (47/7x)

Cycle trailers . . . $176 & up
Major brand 2 & 3 rail + custom 4 & 5 rail trailers — small or large wheels. Hitches installed. Call for LOWEST PRICES. MSC (213) 767-1757. (34/T.O.I.)

Honda 500 single
Hi-Per-Kinetics special. Has everything & more, $900. Eve. (213) 833-8792. (7/2x)

Two nice, Husqvarna 250 GP!!
To talk about. Must see and make offer. You'll like!. (213) 344-5604. (7/2x)

Get into speedway
1976 Jawa 500 DT, lots of extras Also Rainbow Enterprises Speedway Racing Team Van, Dodge Maxi, $6000. Used speedway tires, $10. (213) 370-8270. (7/2x)

B M parts
is now under new ownership. Call us for those hard to find Honda-Yamaha parts. Complete stock of Moto-X accessories. B&M Honda Yamaha Parts. Complete stock of Moto-X acessories. B&M Honda Yamaha Parts, 3013 W. Ball Rd., Anaheim, CA. (714) 827-0220. (7/4x)

MOTORCYCLE PARTS & INVENTORY control person for bike distributor in San Fernando Valley. Must be excellent in field. Send resume and salary requirements to: P.O. Box 498, Dept. MJF, Long Beach, CA 90801. (7/2x)

'76 KTM 175
Desert ready, excellent cond., $950. Eve. (714) 675-3985, days (714) 630-7040. (7/3x)

'76 YZ 125C
Air forks, aluminum bars, K&N filters, other extras available — never raced. (714) 521-5725. $675.00. (7)

'76 RM 250. STOCK, fast, clean, $700.00. Ask Ed (714) 595-4403. (7)

Daytona
is getting close & I desperately need a disc brake for my T-Z 250, wheel, master cylinder, etc. (303) 744-7712 — 733-2302 eve. Mike. (7)

BEST HUSKY DEAL. 2 — '74, 400 WR set up by Husky. Both cherry. Too many xtras & spares to list. $700/$800. Also '72 Hodaka Super Rat, perfect trail bike, $200. (714) 492-2455. (7)

PUCH 175, EXCELLENT COND., extras, $350.00 or offer. (213) 837-3245. (7)

'75 CB 750 Honda
Windjammer — Kerker — SW shocks — Hayden cooled — RC parts — very clean! (213) 793-4226. (7)

Speedway Jawa speedway bike
Earn while you learn. Everyone makes $ when they race speedway. 1974 Jawa. 30 gallons alcohol, 5 gallons oil. Have gearing for all tracks. Have spare carb, oil pump and crank pin, new. 19" & 22" wheels, tires and much more. $1550.00. Call Steve Schlanser (213) 795-1003. (7)

RM-370 SUZUKI, excellent condition, Baker forks, ridden 3 times, never raced, $850.00. (213) 340-3240. (7)

'73, 250 Elsinore
Works Performance shocks, S&W fork kit, springs, chain tensioner, ported, extra Fat-Skinny desert tank, extra sprockets, clean, very dependable. Evenings. $400.00. (213) 542-3717. (7)

MONTESA VR RUNS GOOD, loos good, handles good for sprotsman MX or fast trail. A steal at $410. Call Ron in Redondo Beach at (213) 376-4811. (7)

Selling out
Kawasaki KE175, $500.00, MC190 $250.00, KD100 $300.00. Xtra tanks, seats and more. All three in top condition. (714) 540-9580. (7)

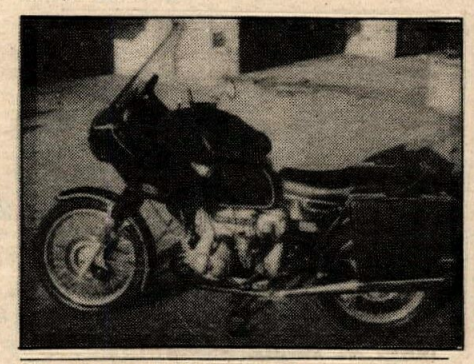
'72 CZ 400
Very clean, many extras. $300/offer or trade for 250cc or larger play bike. (213) 326-3369. (7)

1975 Bultaco 250
Excellent condition, $600. Ask for Jeff (213) 863-3361. (7)

'75 Honda CR 250, $485
2 months new! Cherry and red! Milled head, Yokahama. Evenings (213) 337-8743. (7)

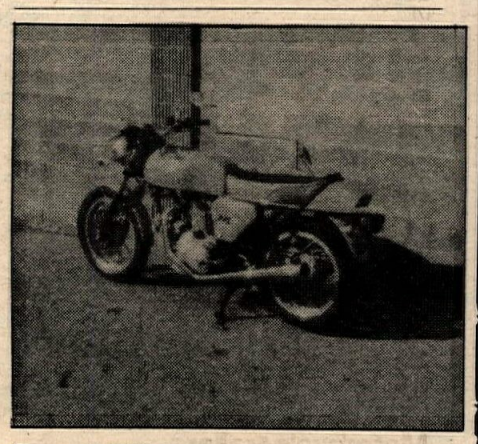
'75 CR 125 Elsinore
New top end, completely overhauled, blueprinted tranny, cleaned & matched, DG head, FMF pipe, PK rod kit, fork kit, trick swingarm & shocks, $525.00. (213) 339-6546. (7)

Race or play '74 CR Honda
FMF engine, 7" LTR, chain tensioner, never broke, cherry, make offer. (213) 332-4603. (7)



'76 BMW R90/6, $2500
Black, Krauser bags, Luftmeister fairing, 9 K miles, Hippo hands, large tank. (408(267-1493. (6/2x)

"New trailers"
3 bike/ramp — assem. or kit/F.O.B. Torsion bar, suspension weight 155 pounds. (213) 764-8392 or 762-3721. Trans-Ex Company, 7361 Ethel Avenue, North Hollywood, California. (31/TFN-E.O.I.)



Ducati 750 Sport
Set up for street with special seat, glove box, standard bars, etc. Only 1000 miles, like new, $1800.00. Frank Sanders Eve. (714) 832-0736 or days (213) 595-4651. (6/2x)

'76 RM 370A
Terry Kit, 38 Mikuni, Bassett alum. swingarm — axels, ported, Wiseco, Honda rims, xlnt. cond. Fast & reliable. $850.00. See at Frontier Mkt. — Johannesburg, CA — (desert race area). Jon Deese (714) 374-5641. (7/2x)

ROAD RACING SPECIAL — 120 H.P. Suzuki motor & Dresda racing frame kit. First class — all new! $3,000.00 sell or trade. (702) 870-4575. (7/2x)

(For sale)
1972 Honda CB450
Very clean, 5200 mi. Adult one owner, extras. A good buy at $695. (714) 558-7392 eves. (7)

1974 YAMAHA 100 MX, TWO TANKS, heavy duty spokes, alloy wheels, laid down shocks, M.C. bars, Diamond chain, K&N filter, $350. After 5 (213) 868-5551. (7)

1972 YAMAHA LT2, 100cc enduro, good condition, $250. After 5 (213) 868-5551. (7)

'76 Honda XR-75
Excellent condition, very well maintained, many extras, $375. After 5 p.m. (213) 861-5875. (7)

'73 CR 250 ridden twice, $525
(213) 793-4879. (7)

'74, 250 Husky—'71 TM 400 Suz.
Husky: 2 tanks, great cond. Sacrifice $450.00!! offer. Suzuki, new motor + spare, excellent shape, 2 tanks, $374.00. Jeff (213) 325-5360. (7)

'75 Honda MR175
100 mi. on new piston, $550. '74 Suzuki, 250 trials, $450 or trade for TL125. (213) 425-8875. (7)

1976½ Maico 250 & 1976 Maico 440
Excellent condition — many extras. 250 — $750 — 440 — $1,000. (714) 544-8725. (7)

'76 RM 100 A
Skidplate, cable guard, brass swingarm bushings, chain tensioner, almost new sprockets and chain, engine stock. Asking $475.00. (213) 994-3990. (7)

Maico frame & front end $100
Gas tank, chrome alloy axels, and misc. parts. Nite (213) 374-5022, days (213) 639-3865. (7)

'75 Pursang
250cc, nice desert bike, cantilever, Curnutts, up pipe, very fast! $500.00 firm! Call after 6:00, ask for Rusy (213) 541-2775. (7)

'76 Yamaha 250 YZ mono
Terry kit, White Bros. mono, Vesco or stock tank, skid plate, K.N. filters, new ring job, excellent condition, $850/best offer. Must sell. Call after 4:00 p.m. (714) 536-2331. (7)

'76 SUZUKI RM125A, ridden 5 times, exlnt. cond. Al Baker front end, must sell, $650. (213) 348-8470. (7)

'76 desert 175 mono
This 175 in excellent condition, maintained/setup by "R" Repair. Air front is unreal, plus tank, skid plate. Have treated this bike to be a winner. 3L. $750 or best. (213) 335-9285. (7)

I'm giving it away
For $500.00. 400 Radial Maico, perfect play bike, great shape, extras. (213) 899-5702. (7)

'74 Husky 400
Fox fork kit, cantilevered S&W Freon shocks, extended swingarm, new piston, plus much more. Very clean, $600.00. (213) 923-1049. (7)

WANTED — Enduro pipe for 250/400 KTM. (213) 926-5481. (7)

Only 338 miles
'76 Honda XL 250, box stock, showroom condition. Extra set of tires. $750. (714) 534-8881. (4)

'75 Bultaco Astro 250cc
Extra clean, standard bore, runs strong, $895.00. Texas (817) 485-2762. (7)

New XL wheel assembly
Front w/speedo drive, $75.00. (213) 532-1418. (7)

Husky wide ratio electronic
Ignition too; other extras, modifications, 1973, strong, $500 firm. (714) 536-0062. (7)

'76 RM 250
Excellent cond., D.I.D. rims, 8 gauge spokes, Hoss airbox, 370 tank, aircraft rear axle, new sprockets and chain and cables, clean, fast. $800.00. (714) 545-3186. (7)

Smuggler trailer
18 ft. self contained, like new, extras. (213) 860-3847. (7)

'76½ RM 250 CR125
Ridden very little, excellent condition. Must sell. Best offer. Also '74 CR125, many xtras & acces. included. $375. (714) 963-5265 aft. 5. (7)

HONDA XR 75 stock, good cond., $275 or offer. (714) 528-6314. (7)

'70 BULTACO PURSANG 250cc. RUNS & LOOKS good, $350.00 or best offer + many speedway spares, selling cheap. (Days) (213) 989-3972. (7)

'74 Husky 250CR mag, like new
Inside and out. Very shapr, very quick. Chrome tank, gas Girlings — see to appreciate. (714) 494-5051. (7)

Motorcycle trailer
Heavy duty three rail trailer, ramps, wheel locks for cycles, licensed and in good condition. Has front trailer wheel for easy parking, $225. (714) 657-1229. (7)

'77 RM 250B, hardly used
Injury forces sale, Arnacos, chain tensioner, Baker fork kit. (213) 329-9197 or (213) 379-9100. (7)

Honda CB550 four $1095
Carefully broken in and maintained by senior rider. Only 2200 miles. Selling to get cash for dirt bike. (213) 373-1340. (7)

'73 Bultaco Pursang Mark VI
Very good condition, A45x92, $374. (714) 735-1913. (7)

Beerrunner
Honda Four 811cc, lots of goodies and extras Built to the max for the street-track. $1500 or best offer/trade for truck. Eves. (805) 962-5862. (7)

Laverda '75 SF2 750
Twin discs, alloy wheels, Ceriani suspension, incredible handling, a Black Beauty with 5,000 miles. Must sell this Italian thoroughbred. $1700/best offer. (213) 392-2800. (7)

'73 Penton/KTM 175
Desert bike, brand new Motoplat & top end, Metzeler tires, Pettys, xlnt. condition, $450. (213) 287-4923. (7)

Maternity sale
1972 Chevy ¾ ton pick-up camper special, $2,800.00. 1970 Har. Dav. Sportster, $1700.00. 1975 KS 125 Kawasaki, $275.00 — all in good condition. (213) 575-1786. (7)

1976 RM 250, good condition, extras — $850/best. 1974 HODAKA COMBAT WOMBAT, extras, $325/best. (213) 645-7082. (7)

'76 KZ900
1500 mi., Forrest Green w/LTD fenders & turn sig. $2075.00 + T & L. (805) 922-1031. (7)

Attn. thrifty/funloving
commuters: 1960 BMW R50, like new, $1,500; 1968 Yamaha YR 350, SHARP, $325. Vespa scooter, runs great, $250. Also touring and sport fairings for any bike. (213) 823-8528. (7)

Champion 750 Yamaha ½ miler
Shell motor, Betors, slinger wheels, TT set up and more. Proven fast. Built last season, raced four times and quit. $1800 or offer. Also have clean '74, 360 Champion, $1200. Leave message (415) 879-0159. (7)

Pro racers attn.
1. 750 Yamaha half miler, Champion frame. 2. 360 Yamaha ¼ and ½ miler, Champion frame. 3. TA 250 twin Yamaha, brand new — engine only. 4. Pursang 250 — '71. 1-(714) 420-6564. (7)

'76 Honda CR125 Elsinore
Cross up swingarm, S&W shocks, 520 chain & sprocket kit, Pro-Tech chain tensioner, rear Metzeler, aluminum bars, $675. Call after 5:00 p.m. (213) 343-1313. (7)

'76 Maico 250 AW, $825
Mostly stock. Call after 5 p.m. (714) 531-7359. (7)

Bell full face helmet
7¼, brand new, still in box, $40 firm. After 5:30 p.m. (213) 390-6843. (7)

'76¾ Suzuki RM125A
Super sano, 4 hours on new engine, air forks, stock but fast. Must sell, $650. (714) 485-1344. (7)

'71 Husky 250CR needs home!
Excellent condition, never raced, Petty fenders, new rear tire, other extras. Super motocross bike, $400.00. Call Doug at (213) 375-9014 days, (213) 549-9648 eves. (7)

'74 Maico 250
Excellent cond., many extras. Must sell, any reasonable offer. Phone (213) 379-9100 or (213) 329-9197. (7)

250, 360 Trackmaster
'74, 360 MX, pipeline pipe, 38 Mikuni carb., rear disc brakes, Betor forks, seat and tank combination, new paint, excellent condition, 250 Yahama will bolt right in and everything will work on it. $1595.00 or best offer. (303) 484-7817. (7)

'76 RM125
Like new, chain tensioner, Magura levers, Metzeler, need money, $600.00. (714) 993-1142. (7)

1976 YZC80cc Yamaha
Very fast, race ready, moved to 125cc, $375.00. 1973 Indian, bored to 80cc with reed valve, etc. $150.00. Evenings (213) 333-1149. (7)

Classic Bultaco XL350 chassis
Metalla w/71 Pursang motor, cherry. Brand new Honda w/o engine. Want $200 apiece. No reasonable offers refused. Will deliver. (805) 965-1462. (7)

MAICO FORKS 8" external springs with clamps, excellent offer — '76-YZ 400, 10 rides, bars, Diamond chain, Maguras, gaspring, Webco head, $1000. Not a scratch and perfect. Dave after 5:00 p.m. (213) 564-9634. (7)

MUST SELL A 1973 TM 250 Suzuki. Runs strong, $325.00 firm. Call Joel between 6 p.m.-12 p.m. during the week. (213) 596-2168. (7)

'75½ Yamaha
400 moto shock, $800, extra, loaded. Day (213) 591-5665, night (213) 832-3536. (7/2x)

1975 HONDA XL 125 — wife's bike, showroom condition, extras, $600.00 cheap. (213) 425-3956. (7/2x)

'74 HONDA 125 Elsinore, many extras, good condition, $300. (714) 827-8979. (7)

1974 Chevoleer Moto Home and shop
Top mechanical condition, new tires, power brakes/steering, automatic transmission, 65 gallon gas tank. Full couch & folding bunk over, butane water heater (6 gal.), 50 gallon water tank, butane stove, butane & electric refrigerators, butane heater w/stat, auto A/C & 110V A/C, monomatic toilet, fiberglass shower, duel batteries, trailer hitch, T.V. antenna, rear awning, C.B. $7,500.00. (714) 997-7395. (7/2x)

2 Huskys 1 Hodaka for 1700
'75, 360 G.P., many extras, ridden very little! $1100.00. '72, 250 W.R. Has everything plus more! $400.00. '74 Hodaka Combat Wombat, ridden 5 times, perfect, $300.00. (213) 438-9251. (7)

'75 Z1 Yoshimura
Frame kit — oil cooler-pipe, Exhibition Engineering swingarm, Boge, mags, 3 disc brakes, custom paint, nice bike but, gotta sell, out of work. Phone # (714) 529-0307. (7)

Help a size 100 boy
get onto a size 100 cycle. Buy his great-running YZ80 for $375. Pipe and CDI are the only mods on this well-maintained bike. (213) 633-1842. (7)

Custom headers
Honda & Kawasaki, 4 to $, $60. 4 to 2, $55. (213) 843-2892. (7)

What a steal
1976 Yamaha 125 monoshock, complete brand new engine and transmission, not even broken in yet!!! $650.00 NEVER RACED. (714) 551-3346. (7)

100cc Hodaka Rat moto RS
BRAND NEW 1976, in shipping box. 100cc Hodaka Super Rat — $200.00. Eve. after 6:00 (213) 285-3653. (7)

Yamaha dirt bikes
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Pat (7)

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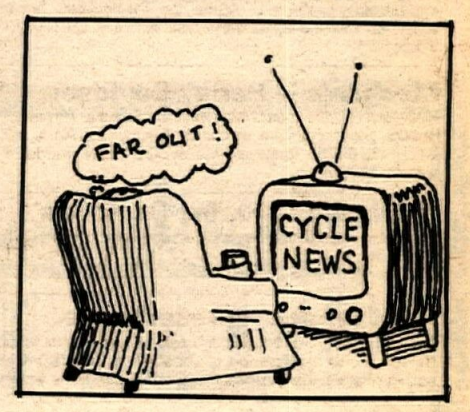

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THE LATEST POOP BY PAPA WEALEY

(Continued from page 2)

Gary Chaplin, believe it or not, has retired from racing motocross. He and Eve have settled down in Livermore, California according to racing buddy Bobby Harris.

In order to protect fossils that are being studied in the area, the Bureau of Land Management has restricted ORV use on 4,120 acres of the Christmas Lake Unit in Oregon. Maps showing the restricted zones around Fossil Lake are posted in the Lakeview District Office, 357 North L St., Lakeview, Oregon.

Viva Distributing, the West Coast concessionaire for Montesa, announced sponsorship of a National Trials team (Martin Belair, Jeff Fish, Mike Griffitts); two western motocross riders (Jon Derhammer and Tom Warren); and an enduro team (Dave Evans, Fred Hayes, Roy Sheridan). Viva is also going halves with Cosmopolitan Motors to back Don Sweet in international trials and Mickey Kessler in motocross.

Newly-wed Rex Staten (he married his wife, Tawnta about one month ago) has just returned from testing Harley-Davidson production motocrossers in Rome, Italy. According to "Rocket Rex," the weather was lousy, the food not so good, and the language incomprehensible. Staten said the U.S.A. is the place to be.

The newly-appointed California Desert Conservation Area Advisory Committee (a creation of the Bureau of Land Management Organic Act) will hold its first public meeting March 7-8 in the California Room of the San Bernardino Convention Center, 303 North "E" St. San Bernardino, Calif. To file a written statement to the committee, or to request time to speak, write State Director (C-912), BLM, 2800 Cottage Way, Sacramento, CA 95825.

Charlotte Motor Speedway sent us a blank sheet of letterhead stationary. Must mean nothing's happening there until after Daytona.

Steve's Bultaco is under new ownership. Ron Clyborne, who has sponsored Bultacos in S.C.O.R.E races under the banner of Team Maybe Manana, has purchased it. Jim Hayes will manage it.

Announcer Larry Huffman, Speedway promoter Harry Oxley, Oxley's 17-year-old son, Brad, and Al Martinez spent several days last week stranded in Baja. It seems that the foursome missed a turnoff enroute to Mike's Sky Ranch and one by one ran out of gas looking for the right way out. Huffman ended up hiking about 75 miles in MX boots. An air search finally spotted the lost riders, two at a line shack, two walking out. Watch for the full details of the ordeal.

The Mint 400 will not have a motorcycle class this year. Instead, there will be the Las Vegas 400 on April 17, with a $12,000 guaranteed purse.

Larry Roeseler won the Parker 400 on Saturday, drove back into California for the Soboba GP on Sunday, and won Soboba. Malcolm Smith was second at Soboba. Watch for Soboba coverage next week.

$800 in donations to aid in the rehabilition of injured racer Mitch Mayes was raised at the Soboba GP. Mitch spectated from his van for a while in the afternoon.

Michele Griffin, who rode the Parker 400 with her husband Ralph on a 125 Husky, was the sole women entrant in the motorcycle division. Having earned that distinction, she is listed by S.C.O.R.E as 'Michael Griffin.'

OHV PARK SITE

(Continued from page 5)

the Angeles National Forest) to the southwest. It offers variety of riding terrain, from flat cow pasture to steep trials ridges. There are about 60 miles of dirt roads or jeep trail, existing buildings, and water wells. There are also two fancy housing tracts nearby, from which comes the most vocal opposition.

Hungry Valley — 19,000 acres

The Hungry Valley project would involve acquiring 19,000 acres from five existing landholders. This area is already a favorite of off-roaders and offers good to excellent riding over varied terrain, as well as trails into the nearby Los Padres National Forest. It is now heavily used in a state of "uncontested trespass" with no fees charged. Several riders at the hearing expressed the opinion: "If we're riding it for free now, why spend our Green Stickie money buying it?" To own it, maybe?

Potrero — 14,000 acres

The Potrero site is described as an area of "great scenic beauty." It is owned by Lockheed Corporation, which used the area for rocket motor testing. There are paved access roads, trees and shaded streambeds in the lower elevations of the 14,000 acre site.

Members of the Clean Sweep Racing Team (a desert club) viewed Potrero and called it a "Primo riding area." There are few straight hillclimbs. The surrounding ridges are quite rocky.

Asking prices of the parcels were not disclosed officially. One landowner speaking in opposition to the site claimed that Lockheed was asking $13.7 million for Potrero (three times the property's worth).

No clear consensus of biker preference emerged at the hearings. Russ Sanford, who attended both meetings, said he would poll the membership of Motorcycle Owners, Riders, and Enthusiasts (M.O.R.E.) before making his recommendation to the committee.

Riders and interested parties who wish to comment on one or more of the three sites should write to California Recreational Trails Committee, Box 2390, Sacramento, CA 95811. Comments must be received by March 10, 1977 to become a part of the public record. ●

Rastus tops FIM trials opener

IRELAND, FEB. 13

Malcolm Rathmell (Mon) caught and outpointed early leader Ulf Karlson (Mon) to win the Hurst Cup, the opening round of the F.I.M. World Trials Championship. The predicted Yamaha four-stroke trialer did not yet appear. Mick Andrews rode a 400cc two stroke to 17th place. Two Americans rode the four laps of 20 sections under cloudy-overcast conditions. Lane Leavitt (Bul) finished 19th; Don Sweet (Mon) in his European debut finished 22nd. ●

Results

Hurst Cup World Championship Trial: 1. Malcolm Rathmell (Mon); 2. John Reynolds (Oss); 3. Rob Edwards (Mon); 4. Yrjo Vesterinen (Bul); 5. Ulf Karlsson (Mon); 6. Charles Coutard (Bul); 7. Nigel Birkett (Suz); 8. Rob Shepherd (Hon).

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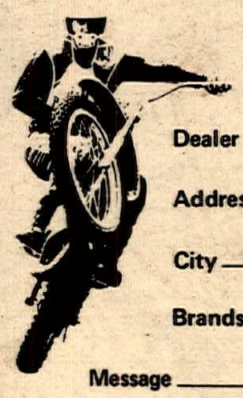

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